

AMERICAN Railroad Journal.

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Central Pacific and Union Pacific Stocks.

It has been not a little surprising to the careful observer of the workings of the Central Pacific and the Union Pacific Railroads, and especially so to those who have studied into the present and prospective traffic advantages of the two roads, that there should be a difference of about 35 per cent in the current prices of the stocks of the companies, whose roads form the two halves of the original Pacific route. That the quotations of the Union Pacific stock should be above those of the Central Pacific, seems all the more strange, even to a casual observer, when it is remembered that the roads are so similarly situated as to government aid and total cost, and that the advantages of trans-continental traffic, which have been of marked similarity in the past, must of necessity change decidedly in favor of the latter road, through the opening of the new route formed by the junction of the Atchison, Topeka and Santa Fe and the Southern Pacific Railroads. A careful examination of the condition, finances, business and prospects of the two roads certainly does not warrant such a difference in the selling price of the stocks of the two corporations as market quotations have recently indicated, or any difference at all in favor of the Union Pacific. The influence which is temporarily depressing the stock of the Central is doubtless the action of the Government, taken at the suggestion of the U. S. Auditor of Railroad Accounts, to restrain the company from declaring dividends lest the security of the government claim may be imperiled. The prevailing feeling among those most conversant with the matter is, that as soon as this equity suit is brought to trial the incorrectness and inconsistency of the statements upon which it is based will be made readily apparent. It is a matter the ultimate results of which are not in any way regarded in a serious light by those most directly interested, but at the same time it has had an unwarranted depressing influence upon the securities of the company. Meanwhile the business and condition of the company is steadily improving, and when it is known that the Central has not only the

larger and more valuable local traffic, but also that henceforth it must participate in the through traffic over the 32d parallel route just opened, of which traffic the Union Pacific must inevitably be deprived, no more reasonable explanation can be given for the difference in the price of the stocks of the two companies than the unsatisfactory one offered above.

As inquiries on this subject are frequently made we have prepared from Auditor French's report and other sources a comparative statement of the indebtedness and revenues of the Union Pacific and the Central Pacific companies, June 30, 1880, which will be found at the conclusion of this article, and which contains much information in tabulated form that we believe will prove of interest to our readers. The statement is made more favorable to the Union Pacific by reckoning among its assets \$16,659,139 of bonds and stocks of the branch and tributary roads at their par value. It is claimed indeed that these stocks and bonds bring in revenue and are therefore valuable; this may be so, but the same time it should be remembered that the credit of the Union Pacific is being used through its collateral trust bonds, to improve and extend these same branches, so that while its stock and bonded debt accounts are increasing it is dividing its surplus earnings closely. Without attempting to ascertain the cost and value of the respective roads, it is sufficient to say that the Central Pacific represents the most days' works in construction, and that unlike the Union, which lies wholly in an open country, where parallel roads may be constructed at will by any body, the Central enjoys a very remunerative local traffic of which it cannot easily be deprived, and about 80 per cent of its revenues are derived from local sources. The capital stocks of the two companies are now substantially equal: \$60,000,000. The funded debt of the Central has been reduced since the above date by \$1,140,000 of its 7 per cent debt, so that without counting the sinking funds the funded and floating debts are also about the same, exclusive of the U. S. subsidy. The Central Pacific had accumulated it will be seen \$4,411,340 in its own sinking

funds for which the Union Pacific has no corresponding equivalent. While the Central Pacific, like the Union, is devoting the proceeds of land sales to the retirement of its land bonds, it is in addition paying into its sinking funds about \$500,000 per annum, and the accumulating interest thereon toward cancelling its mortgage debt, nearly all of which is devoted to the extinction of its first mortgages, having precedence over the Government subsidy, and to that extent improving the lien of the government; while the Union Pacific makes no corresponding provision for its first mortgages, \$41,940,000 in amount. This feature singularly enough seems to have been entirely overlooked by Auditor French. The operation of the sinking funds of the Central Pacific will by the time the loans fall due have extinguished some of the prior mortgages entirely, and will have cancelled \$13,646,000 of its mortgage debt, while the same class of mortgages of the Union Pacific will remain undiminished. This is exclusive of the sinking fund in the U. S. Treasury held for the benefit of first and second mortgages which amounted January 1, 1881, to about \$750,000 for each company.

Much stress has been laid by the government accountant upon the fact that the repayments upon the subsidy debt to the United States by the Union Pacific have been greater than those by the Central. This arises from the fact that the Union Pacific necessarily carries a greater proportion of public mails and stores, and by the presence of Indian troubles near its line it has more troops, &c., to transport. This repayment is in transportation, at current rates, and is no hardship. The inequality of the two companies in this respect was duly recognized by terms of the Thurman act. The indebtedness to the government, or so much of it as remains unliquidated by this transportation and the requirements of the law is not a pressing debt but becomes due and payable with the principal 1895-1900.

The following exhibits the state of the accounts with the United States on subsidy account January 31, 1881; but it must be borne in mind that there are large amounts

(about \$2,000,000, for the two companies) awaiting settlement and credit on these accounts.

	Union Pacific Railway in- cluding Kan- sas Pacific.	Central Pa- cific R. R. including W. Pac.
Principal U. S. currency bonds.....	\$33,539,512	\$27,855,680
Interest not repaid by transportation	15,560,350	17,926,618
Total indebtedness to U. S. not due until maturity of bonds.....	\$49,099,862	\$45,782,298
Adding net debt as above.	89,452,441	63,061,697
	\$138,552,303	\$108,843,991

According to a recent circular of Fisk & Hatch, the accumulated surplus of profits of the Central Pacific Railroad Company undivided during the period covered by the United States accounts Nov. 6, 1869 to Dec. 31, 1879 as derived from the Auditor's Reports was \$10,164,985; but according to the annual report of the directors the undivided surplus (from the beginning of course) was \$15,382,538. To this we are now enabled to add the result of the calendar year's business of 1880 as follows:

Balance to credit of profit and loss....	\$15,382,538 61
Gross earnings.....	\$20,508,122 88
Operating expenses	12,045,668 89

Net over operating exp.	\$3,462,413 99
Revenues from invest- ments, &c.....	557,612 78
	\$9,320,056 77

Deduct int. paid	\$4,715,324 94
Taxes, legal, general, engineer- ing & misc. expenses..	827,940 98

Co's sinking funds....	753,500 00
Requirements U. S. (two- thirds in transporta- tions) esti- mated ...	1,000,000 00
	6,296,765 92

Surplus profit for 1880.....	3,023,290 85
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	\$18,405,290 85
Deduct dividends Nos. 9 and 10.....	3,406,530 00

Surplus, undivided after providing for all dividends, interest and sinking funds.....	\$14,999,309 46
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It is announced that the Union Pacific Company has increased its dividends to 7 per cent; it will be seen that the Central Pacific Company will be equally competent to do the same, as henceforth its interest requirements will be diminishing while its rentals will be stationary, at the same time that its earnings must be constantly increasing. The system of tributary lines some of which at first were dependent upon the present line are now all profitable and completed, and some of them must be very important factors in future development of population and trade on the Pacific coast.

We give a comparative statement of the Union Pacific and the Central Pacific Companies' debt and revenues, June 30, 1880, as follows:

	U. P. R. way.	U. P. R. R.	C. P. R. R.
Bonds outstanding 1873 total.....	\$48,291,000	\$52,584,000	
Bonds outstanding June 30, 1880: \$82,434,357	53,624,000	56,830,000	
Increase of debt during period. \$.....	\$5,333,000	\$4,246,000	
Sinking fund for redemption June 30 1880.....	\$613	\$4,187,176	
Land notes on hand.....	\$6,462,224		1,820,353
Cash in hands of trustees			224,164
Total available for redemption... \$6,462,837			\$6,231,693
Floating debt, &c., June 30, 1880—			
Bills payable....	\$2,894,368	\$705,684	\$790,807
Accounts			4,926,200
Dividends	2,432,230	2,233,323	1,630,729
Pay rolls and vouchers	1,691,486	837,781	
Total unfunded debt.....	\$7,018,084	\$3,766,788	\$7,347,736
Less—			
Bills receivable.	\$78,194	\$50,500	\$1,877,773
Accounts.....	7,121,617	3,767,067	786,795
Materials on hand	1,850,669	1,086,689	1,932,696
Cash on hand..	2,047,329	490,708	1,855,357
Bonds and stocks	16,659,139	7,428,228	2,334,022
Sinking funds and cash in hands of trustees.....	613	613	4,411,340
Totals.....	\$27,757,561	\$12,832,805	\$13,197,983
Total debt funded and floating ex- clusive of U. S. subsidy.....	\$9,452,441	57,400,788	63,061,693
Net debt ...	\$61,694,880	\$44,567,983	\$49,863,710
Miles.....	1,815	1,038	1,214
Net debt per mile	\$34,000	\$43,000	\$41,000

Louisiana and Missouri River Railroad.

The following is an abstract of the report of this company for the year ending December 31, 1880:

On the first day of August, 1870, your road was leased to the Chicago and Alton Railroad Company in perpetuity, reserving an annual rent of thirty-five per cent of the gross earnings, after deducting taxes and assessments, with the stipulation on the part of the Chicago and Alton Railroad Company that the minimum rental should never be less than \$1,370 per mile per annum.

The gross earnings of the road for the year ending December 31, 1880, were as follows: Main line between Louisiana and Mexico, 50.9 miles, \$429,833 19; south branch, between Mexico and Cedar City, 50 miles, \$38,091 31; total, 100.9 miles, \$467,924 50; less taxes, \$11,018 04; leaving the sum of \$456,906 46; 85 per cent of which, or \$159,917 26, was the rental due your company for the year ending December 31, 1880.

The road between Louisiana and Mexico is a part of a through line between the lines of the Chicago and Alton Railroad Company in Illinois and Kansas City, and that part of the road between Mexico and Cedar City is a branch upon which the traffic is, and probably will continue to be, light. The company has no assets aside from its annual rental, all of which has been appropriated in payment of interest and expenses.

The rental for the year ending December 31, 1880, was \$159,917 20. The future rental will be

applicable: First, to the payment of interest accruing after 1880 upon 1675 bonds (or guaranteed preferred stock into which bonds have been converted) until the principal of fifty-nine of said bonds issued in excess of \$16,000 per mile of completed road shall be paid by your company, and then upon the residue of said stock and bonds, and also to the payment of interest accruing after 1880 upon 300 second mortgage bonds, as the interest on said stock and bonds respectively becomes due and payable; second, to the payment of office rent, salary of transfer agents and secretary and other necessary expenses of the company; third, to the payment of the indebtedness of your company to the Chicago and Alton Railroad Company; fourth, to the payment of the principal of fifty-nine first mortgage bonds, being the excess over \$16,000 per mile of completed road which your company is under obligation to pay and discharge before payment of dividends. After making these payments any overplus of rental will be applicable to the payment of dividends upon the preferred and then upon the common stock.

The capital stock is: common, \$2,272,700; preferred, \$1,010,000. Liabilities—Guaranteed preferred stock into which first mortgage bonds have been converted, \$330,000; first mortgage bonds, maturing August 1, 1900, which your company is obliged to pay, \$1,345,000; second mortgage bonds, maturing November 1, 1900, \$300,000. The annual interest upon the guaranteed preferred stock and first and second mortgage bonds is \$188,250, and the minimum rental guaranteed by the Chicago and Alton Railroad Company is \$138,370. Other indebtedness is as follows: Note to the Chicago and Alton Railroad Company for money advanced company, dated December 1, 1877, \$176,187 96; interest on same from November 5, 1878, to December 31, 1880, \$30,336 19; note to the Chicago and Alton Railroad Company in settlement of claim for damages of non-completion of road, payable from earnings of company, if sufficient for that purpose, \$200,000; less payment as of date of note, \$65,000; interest on same from March 14, 1878, to December 31, 1880, with annual rents, as per stipulation contained in note, \$32,541 70; total, \$374,065 85. In addition to the above liabilities the first mortgage bonds of the company to the amount of \$440,000 are outstanding, on which the Chicago and Alton Railroad Company has agreed to pay the semi-annual interest as it accrues, and the principal upon the maturity of the bonds. So far as known the company has no other liabilities.

The gross earnings of the road for the last five years have been as follows: 1876, \$213,360 85; 1877, \$213,528 18; 1878, \$231,389 75; 1879, \$317,750 59; 1880, \$467,924 50.

The Richmond (Va.) City Railway was sold on the 15th inst. to satisfy two deeds of trust for \$130,000 with interest added, amounting in full to about \$190,000. The property was bought by J. L. Schoolcraft, who paid \$2,000 in excess of the amount above named.

The Cincinnati Southern Railroad Co. has made an increase of stock to the amount of 10 per cent of its present stocks.

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New York, Saturday, March 26, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

ACTION on the bill providing for a State rail-
road commission for New York has been post-
poned one week by the Railroad Committee of
the Assembly.

THE opening of the Hudson river for navi-
gation to Troy, this week, is put down accord-
ing to the time honored custom, as marking
locally the entry of Spring.

CONSIDERABLE surprise was created in finan-
cial circles this week by the announcement
that the directors of the Northern Pacific Rail-
road Company had decided to distribute the
180,000 shares of common stock which since
the re-organization in 1875 has been held in
the company's treasury. The officers of the
company give as the reason for the distribu-
tion the desire, on the part of those entitled to
receive the stock, to secure their profits at the
prices which have recently prevailed.

A SATISFACTORY arrangement, and one which
it is believed will be beneficial to both roads,
has been concluded between the Pennsylvania
and the Baltimore and Ohio Railroad Com-
panies. Under the new arrangement all the
Western freight to New York and passenger

trains of the Baltimore and Ohio will go over
the Philadelphia, Wilmington and Baltimore
Railroad, the Junction Railroad, and the New
York division of the Pennsylvania Railroad.
Freight is now being received on this plan and
passenger trains are to begin running Sunday
night.

PHILADELPHIA has just received a most
generous gift from Colonel Thomas A. Scott,
amounting to over \$150,000, bestowed in a
manner characteristic of the practical ideas of
that great railroad man, which have had so
much to do with the advancement of Pennsylv-
ania's important industries. Of his gift \$50,-
000 go to the endowment of the Chair of Ma-
thematics in the University of Pennsylvania;
\$50,000 to the Jefferson Medical College;
\$30,000 to the Orthopædic Hospital, and \$20,-
000 to the Children's Department of the Epis-
copal Hospital.

THE Railroad is looked upon by scientific
men as one of the most certain agents for per-
manently relieving the Northwest of the locust
pest. The second report, about ready for dis-
tribution, by the United States Entomological
Commission of investigations made concerning
the Rocky Mountain locust and the Western
cricket, gives a vast amount of scientific and
practical information on the subject and urges
the encouragement of railroad construction and
settlement in that portion of the Northwest
considered the breeding ground of the locust,
as the most natural and effective means for
removing the evil.

THE agricultural and manufacturing indus-
tries of Georgia and neighboring South Atlan-
tic States, of which we have recently had oc-
casion to speak at length, are receiving a pow-
erful stimulus to their development from the
liberal and enterprising policy adopted by
some of their railroads. The managers of the
Piedmont Air Line are doing most effective
work in encouraging immigration to the rich
territory through which much of their line
runs, it being stated that during the past year
they have added over 2,500 permanent set-
tlers to the towns along their line—in Georgia
1019, in South Carolina 1017 and in North
Carolina 525.

CONCERNING the loan recently negotiated
by the French Government, many conflicting
statements have been circulated, and from
them as many conflicting theories advanced in
regard to funding possibilities. An accurate
statement of the facts in regard to the loan has
been telegraphed by Minister Noyes to Secre-
tary Blaine. He says the total amount was
\$200,000,000, the rate of interest 3 per cent,
and the Government sold the bonds at 83½
cents on the dollar, 16½ cents below par. The
bonds are to be paid at par in 22 years, there
being an annual drawing by lot for those that
shall be paid each year. The present market

price of these bonds in Paris and London is
85.

TICKET scalping in Canada seems likely to
receive a destructive blow from the Canadian
Parliament. In answer to a petition from a
number of Canadian Railroad managers a bill
has been introduced in Parliament which pro-
poses to make it a misdemeanor, punishable by
fine and imprisonment, for any person other
than an accredited agent of a railroad com-
pany to sell railroad tickets. Two of the
strong points urged in its favor are the well
recognized ones that ticket scalping frequently
degenerates into dealing in stolen or altered
tickets and passes issued for specific purposes,
and that a railroad ticket which is merely a
non-transferable evidence of contract between
the two parties, is in no sense an article of
commerce.

It is not uninteresting in these days of
freight blockaded double and four tracked
railroads to glance back and see what was
called a good days' work for the principal rail-
road of the country half a century ago, or to
be exact forty-nine years ago to-day. In 1832
the AMERICAN RAILROAD JOURNAL published
the following detailed statement of the passen-
ger and freight traffic of the Baltimore and
Ohio Railroad, as reported from Baltimore for
March 26th of that year:

"Arrived 38 cars and wagons, containing,
viz.:

Flour.....	625 barrels.
Iron.....	2 tons.
Granite.....	14 tons.
Soap Stone.....	5 tons.
Paving Stone.....	10 tons.

Departed 65 cars and wagons, with mer-
chandise, oysters, fish, plaster, hides, lumber,
scrap iron, etc.

Arrived 7 coaches with 57 passengers. De-
parted 7 coaches with 57 passengers."

A slight reflection upon the then existing
attractions or hospitality of Baltimore perhaps
may be embodied in the apparent fact that the
57 passengers who arrived in Baltimore that
day turned around and went right home again
in the 7 coaches that brought them there;
though the probability is much stronger of its
having been an excursion party out for the en-
joyment of the novelty of a rapid railroad ride
in the coaches drawn by horses.

In a recent conversation with a Tribune re-
porter Mr. W. K. Ackerman, president of the
Illinois Central Railroad Company gives some
excellent points on railroad management and
legislative interference with the same, which
are well worthy of general consideration and
of which certain so called reformers and alleg-
ed anti-monopolists seem to remain in pitiable
ignorance. Among other things Mr. Ackerman
pointedly says: "All practical railroad
men will tell you that it is utterly impossible
to make one cast-iron rule to govern the rail-
roads of a State. Take, for instance our road.

At one end we are shoveling snow, and at the other we are picking strawberries. Under these circumstances, can you draw a train as cheaply through a snow bank thirty feet deep as you can through a strawberry field? Then, again, we are paying \$2 a day for labor in one part and 90 cents in another. Again, we pay \$5 a ton for coal in one place \$1 in another. Now, how absurd to make one law to govern all these different circumstances! At the best, it is a poor plan for the Legislature to meddle with railroads, because the members do not understand what they are dealing with. Lawyers do not understand railroad matters. I never knew or heard of a lawyer who was successful as a manager."

Personal.

Commodore C. K. Garrison has resigned his position as a director of the Manhattan Elevated Railroad Company.

Dr. Charles Osgood, ex-Mayor of Norwich, Conn., died in that city on the 18th inst. He was formerly President of the New London Northern Railroad.

Ex-Senator Gordon of Georgia is reported as being interested in the construction of a three hundred mile railroad from Columbus, Miss., through the great coal fields of Northern Alabama to Atlanta.

Mrs. Mark Hopkins, of San Francisco, is likely to make her residence among the Berkshire Hills. A handsome house, it is said, is now being fitted up for her in Great Barrington, Mass.

General George D. Wise formerly of the United States Coast Survey, a native of Virginia and an officer in the Union army, died on Friday of last week at Binghamton, N. Y.

Robert E. Murray, General Passenger Agent of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad, died last Saturday at his residence in New Albany, Indiana.

The appointment of Henry G. Pearson as Postmaster is an exceedingly popular one in all New York business circles and the new Postmaster is receiving a flood of congratulations this week.

Henry D. Bird, formerly President and Superintendent of the Petersburg Railroad, died at Petersburg, Va., on the 16th. At the time of his death he had charge of the Appomattox river improvement for the United States Government.

S. K. Hooper, it is understood, will be the General Passenger and Ticket Agent of the Hannibal and St. Joseph Railroad, in place of F. E. Morse, resigned. Mr. Hooper has for some time been Mr. Morse's first assistant.

A solid gold punch bowl valued at \$2,500, presented by English holders of stocks and bonds of the Denver and Rio Grande Railroad Company to President W. J. Palmer was on exhibition at Tiffany's last week, preparatory to its shipment to Denver.

The resignation of F. B. Meyers, of the Pennsylvania Company, and W. L. O'Brien, of the Pittsburgh, Cincinnati and St. Louis Railway Company, as general passenger and ticket agents, and the appointment of E. A. Ford to fill the vacancies caused hereby, have been officially announced, the changes to take place April 1. Mr. Ford's office will be at Pittsburgh, Pa.

At the meeting of the directors of the Pennsylvania Railroad Company, John C. Sims, Jr., was elected Secretary to succeed Joseph Lesley, who has been ill for several years. The resignation of L. P. Farmer as General Passenger Agent was accepted to take effect

April 1st, when the vacancy will be filled. No other changes were made in the official staff of the company.

B. W. Thacher, General Passenger and Freight Agent of the New York, Ontario and Western Railroad and F. W. Getty his assistant, have resigned their positions on that road. Mr. Thacher has accepted a position as Treasurer and Auditor of the Mexican National Construction Company with headquarters at Laredo, Texas. Mr. Getty also goes to the same company as Cashier and Paymaster.

A. A. Talmage, General Manager of the Missouri Pacific Railway has announced the appointment of E. L. Wentz as Resident Engineer with headquarters at St. Louis, to have general supervision of all construction work in Missouri, Kansas and Indian Territory. In speaking of the appointment the St. Louis Republican says: "Mr. Wentz was formerly chief engineer of the Atlantic and Pacific road, but for the past few months has had charge of the Mexican extension of the Missouri, Kansas and Texas division of the Missouri Pacific, with headquarters at Fort Worth. He is in the prime of life, has had long experience in railway matters, and is generally regarded an efficient and popular official."

The nomination of Levi P. Morton as Minister to France has been duly confirmed by the Senate this week. The appointment is received with great satisfaction in our financial and general business circles, an expression of the prevailing sentiment being well given in the following from the New York Times: At a time when the commercial relations between the two countries are in need of some satisfactory readjustment which shall give them a chance of greatly enlarged growth, it is a piece of exceptional good fortune to be represented in Paris by so clear-headed and able a business man as Mr. Morton. Nor are his advice and influence likely to have a less salutary effect on the discussions of the monetary conference. The resolutely conservative views of Mr. Morton in regard to the place of silver in our coinage, sustained as they are by the fullest knowledge and the most intimate experience of the practical working of financial laws, will render him a valuable auxiliary to the cause of an honest and stable currency. The social qualifications of Mr. Morton for the position will not be doubted by those who know anything of the equally generous and refined hospitality which he has been in the habit of dispensing both here and in Washington.

Inventions.

A turn-table has been invented by Alphonse J. Delavique, of New Orleans, so arranged that the table is turned in one direction by the weight of the car or locomotive and in the opposite direction by the action of a spring.

Godfried Laube, of Wausau, Wis., has patented a car heater and ventilator, the plan of which is to constantly reheat the air in the car, allowing fresh air to be introduced into the car when desired. It provides for the moistening of the hot air before its introduction into the car.

A railroad time signal has been invented by William A. Knight and Orvy M. Shepard of Evansville, Ind., which consists of a combination of devices that are operated upon by the wheels of a passing train in such a way as to display day or night signals, retain them in sight for a certain length of time and gradually change to different positions.

A car coupling attachment of very simple device and which, on account of its simplicity, its cheapness and the safety its use would seem to assure, is likely to become very popular among railroad men, employers and employees alike, has been invented by T. C.

Steward of Chattanooga, Tenn. Its object is to provide a cheap and safe method for coupling by means of the well known link and pin, which is effected by the use of a steel bar with an adjustable handle extending from the coupling to the edge of the car, being pivoted adjustably to the lower corner of the end sill of the car in such a manner that it can be operated in any way desired to direct the link obviating the necessity of the operator going between the cars, and at the same time assuring an accuracy and dispatch that could not be better attained by the old method so fruitful of most distressing injuries.

Winfield Scott Rogers, a brakeman on a Pittsburgh, Cincinnati and St. Louis Railway passenger train, running between Columbus and Indianapolis has patented a method for lighting car platforms, which is described by the Pittsburgh Chronicle as follows: It is a simple contrivance, and can be attached to a car for about two dollars. About ten feet from either car door there is a lamp for lighting the interior of the car. To this lamp, on the side next to the door, Mr. Rogers' plan is to attach a magnifying lens. Over the car door there is placed a glass ventilator. Outside of the door, at a proper angle and near the glass ventilator, is placed a corrugated concave mirror. The lens concentrates the light on the mirror, which floods the platform and steps and a certain space on either side of the car, with sufficient illumination to make any other light wholly unnecessary. Mr. Rogers tested the plan in his residence, where he carried light from a lamp, or gas jet, in the hall, 16 feet from the door, to and through the transom over the door, lighting the ground eight feet from the door. The device has not been exhibited to any railway men except to Mr. J. N. McCullough, Vice President of the P. C. and St. L. R. W. and Superintendent John F. Miller, of the C. C. and I. C. division of the same road—the division upon which Mr. Rogers is employed. Both pronounced it complete for the purpose. Mr. McCullough said if it could be put in a car for two dollars it was a financial success. Cars in course of erection, made with the glass transom over the door, are ready for the lens and corrugated concave mirror.

Organization.

The Ironton and Huntington Railroad Company has been incorporated in Ohio, with a capital of \$300,000.

The Denver, Colorado Springs and Pueblo Railroad Company has been incorporated at Denver, with a capital stock of \$3,000,000.

The incorporators of the new Portland and Rochester Railroad have elected George P. Wescott President and William H. Conant Treasurer.

The articles of incorporation of the projected Northern Railroad of Long Island were sent to Albany on the 23d inst. The committee have received subscriptions aggregating \$40,000, of which 10 per cent has been paid in.

Elisha W. Willard of Newport, Charles F. Choate of Cambridge, John S. Brayton and Thomas J. Borden of Fall River, Royal Turner of Randolph and Frederick L. Ames of North Easton, have been elected directors of the Fall River, Warren and Providence Railroad Company.

At the annual meeting of the Phoenix Copper Company, held in Boston on the 21st inst., the following Directors were elected: Wm. P. Hunt, Wm. E. Coffin, Frank B. Cotton, M. A. Delano, Caleb W. Loring. The president for the ensuing year is Wm. P. Hunt and the Treasurer Wm. E. Coffin.

The Nantasket Beach Railroad Company, which was formed by the union of the Nantasket Beach, the Boston, Hingham and Hull, and the Hull and Nan-

tasket Beach Railroad Companies, have elected the following board of directors: J. B. Moore, R. M. Pulisier, George R. Eager, W. H. Hill, John L. Curtis, H. Litchfield, F. A. Hobart.

The following gentlemen have been chosen provisional directors of the St. Catherines and Niagara Central Railroad Company: Richard Wood, James Norris, Patrick Larkin, R. H. Smith, St. Catherines; Robt. Murgatroyd, Smithville; Wm. Hoover, Caister; Jacob W. Strong, Rosedene; Nelson Haight, St. Catherines, Sec.-Treas.; Lucius S. Oille, M. D., St. Catherines, Chairman.

The directors of the Pittsburg, Youngstown and Chicago Railway Company, elected on the 19th inst., are: C. H. Andrews, George J. Margerum, T. W. Sanderson, H. M. Garlick, and L. D. Cochran. C. H. Andrews was chosen President, and H. M. Garlick Secretary. About \$1,500,000 of the \$2,000,000 of capital stock was subscribed. The survey of the line was commenced on the 21st inst.

The directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, elected on the 2d inst., organized on the 17th by the election of Gen. J. H. Devereux, president; Judge Stephenson Burke, vice-president; George H. Russell, secretary and treasurer; E. B. Thomas, general manager. All are re-elected except Judge Burke, who takes the place of H. B. Hurlbut who has gone to Europe.

At a meeting of the Toledo, Delphos and Burlington Railroad Company held at Toledo, Ohio, on the 17th inst., the contract of consolidation with the Dayton and Southeastern Railroad Company was unanimously confirmed. This consolidation adds 200 miles to the Toledo, Delphos and Burlington system, opening up extensive fields of coal and iron ore, and by the extension to Huntington, W. Va., gives a new outlet to tide water via the Chesapeake and Ohio Railway.

The St. Francis Gold Mining Company has been organized for the purpose of working the alluvial gold fields and quartz veins on their property situated on the River Gilbert and vicinity in Beauce County, Canada. The capital stock is \$350,000. The directors are: R. C. Mitchell, Boston; John McNichol, Sherbrooke; C. P. Weston, Boston; W. L. Ball, Richmond; Chas. H. Lewis, Boston. The officers are: President, R. C. Mitchell, Boston; Treasurer, W. D. Robertson, Stanstead; Secretary, E. H. Dakin, Bangor, Me.

At a meeting in Pittsburg, Penn., on the 18th inst. of the directors of the Emlenton, Shippensburg and Clarion, Foxburg, St. Petersburg and Clarion, Foxburg, Kane and Bradford Railroads, the consolidation of these roads was consummated, and the following board of directors was elected: M. Hulings, Oil City; G. W. Arnold, Clarion; W. J. Welsh, J. M. Dickey, C. W. Mackey, Franklin; J. W. Rowland, Emlenton, and James B. Blakeslee, St. Petersburg. The officers are: President, M. Hulings, Oil City; Vice-President, C. W. Mackey, Franklin; General Manager, J. M. Dickey, Franklin; Treasurer, J. W. Rowland, Emlenton; Secretary, W. J. Welsh, Franklin. Messrs. Armstrong and Reed will remain as Auditors, and M. Mandeville as Superintendent. The new organization will operate under the name of the Pittsburg, Bradford and Buffalo Railroad.

The Iowa State land office has just issued patents to the Chicago, Milwaukee and St. Paul Railway Company, embracing in the aggregate 6,494.74 acres. The lands are a portion of those granted by act of Congress, May 12, 1864, for building the railroad from McGregor westward, and were granted to said company by act of the Seven-

teenth General Assembly of the State of Iowa. They are situated in the following counties: Cerro Gordo, 160 acres; Chickasaw, 240 acres; Clay, 80 acres; Hancock, 601.75 acres; Kosuth, 3,628.55 acres; Mitchell, 40 acres; Palo Alto, 1,744.44 acres.

Pittsburg, Cincinnati and St. Louis Railway.

At the annual meeting of the stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company, held in Columbus, Ohio, on the 16th of March, the annual report of the directors for the year ending December 31, 1880, was presented, from which we learn that the gross earnings on the main line were \$4,323,406 90, the expenses \$2,290,725 40 and the net earnings \$2,032,681 50; other receipts, \$16,041 21; total net revenue, \$2,048,722 71, an increase over 1879 of \$435,137 80. The charges against the net revenue for interest on the funded debt and rentals were \$1,054,923 98, leaving a profit for the year of \$993,798 73. The net revenue from leased lines was \$1,374,118 77, and the payments on accounts thereof were \$1,622,051 04, leaving a profit on all lines for the year of \$745,866 46, an increase over the previous year of \$383,865 95. From the net profit in 1880 were paid three years back coupons from the second mortgage bonds and other miscellaneous charges belonging to previous years, amounting in all to \$652,010 61, leaving to credit of profit and loss December 31, 1880, \$97,050 85.

The New Transcontinental Route.

The first through ticket from New York to San Francisco over the new Southern Pacific route was sold here last Saturday, via the New York Central, Lake Shore, "Bee Line," Missouri Pacific, Atchison, Topeka and Santa Fe, and Southern Pacific Railroads to San Francisco. Though the route has only been opened since the 17th a liberal business is turning that way and the many enquiries being made both concerning passenger and freight traffic indicate a heavy business even for the first season of the line. One special influence that will doubtless affect the passenger traffic materially is that an entirely new country is opened by the line, containing much of interest to travellers, and tourists will naturally be anxious to pass through it, especially as inducing rates and accommodations are offered them. A large traffic of immigrants and American settlers will seek the far Southwest and the rich agricultural sections of the Pacific slope over this route, while new business relations of importance will be established by it between the Pacific coast and the merchants and manufacturers of the Mississippi Valley and the East.

The through Pacific Express which made its first trip over the route last week is now running regularly, leaving Kansas City at 10 P. M. and Atchison at 10.25 P. M. arriving at Deming, 1150 miles from Kansas City, at 7.45 on the morning of the third day—fifty-seven and three fourths hours. Leaving Deming at 9 A. M. it arrives in San Francisco after a run of fifty-four and a half hours at 3.30 on the afternoon of the fifth day from Kansas City, the time being four and three fourths days for the 2,348 miles from Kansas City to San Francisco. The passenger rates are

as follows: From Atchison or Kansas City to Deming \$74 for first-class and \$47 50 for emigrant, limited to ten days; to Tucson, Arizona, 1,369 miles from Kansas City, \$95 90 for first-class; \$78 for second-class, and \$47 50 for emigrant; to Los Angeles, 1,865 miles from Kansas City, \$104 for first-class, and \$78 and \$47 50 for second-class and emigrant respectively; to San Francisco, the same for all three classes as to Los Angeles. Passenger coaches and Pullman palace drawing-room sleeping cars run to Deming without change, and Southern Pacific coaches and sleepers thence to San Francisco. The sleeping car rates are as follows: Missouri river to Deming, double birth, \$8; section, \$16; Deming to San Francisco, double birth, \$6; section, \$12. One hundred pounds of baggage checked free on each full fare.

The run made by the first eastward bound through train was one of the most remarkable on record. It consisted of twelve cars and leaving San Francisco on time it was on time at every station on the long line and arrived at Kansas City, Wednesday, on time.

Interest and Dividends.

The Chicago, Rock Island and Pacific Railway Company has declared a quarterly dividend of $1\frac{1}{4}$ per cent (\$1 75 per share) payable May 2 to shareholders registered at the closing of the books on the 30th inst.

The Denver and Rio Grand Railway Company has declared a dividend of $1\frac{1}{4}$ per cent payable April 11 to stockholders of record on the 28th inst.

The Railway Car Trust of Pennsylvania has declared a quarterly dividend of $1\frac{1}{4}$ per cent on series A, B, C, D and E, payable 1st April.

The quarterly interest on the United States four per cent bonds is payable on the 1st of April. The total amount to be disbursed is upwards of \$7,000,000, of which over \$5,000,000 is on registered bonds, checks for the payment of which will probably be mailed to holders on the 25th inst.

The old Missisquoi and Clyde River Railroad Company has been reorganized by the mortgage bondholders under the name of the Newport and Richford Railroad Company. This road extends from Newport, Vt., to the Canada line, 20 miles, and forms the connection between the Passumpsic and South Eastern Railroad.

The total cost of the railroads, and equipment to the companies now owning the roads lying in whole or in part within the State of Ohio, completed to June 30, 1880, is \$615,154,803 34, an increase over 1879 of \$105,727,651 79. The proportion for Ohio is \$311,837,259 36, an increase over 1879 of \$51,600,574 03.

It is expected that the Washington City and Point Lookout Railroad will be completed from Washington to Point Lookout by the 1st of August. S. T. Sult, is president of the company; W. J. Wharton, chief engineer and Hector Maclean, chief of construction.

Among the work of the Ontario Legislature, recently adjourned, was the passage of a bill incorporating a company to construct a railway to connect the Ottawa Railway system with the Sault Ste. Marie, the company to receive a Provincial subsidy of a certain sum per mile.

Railways of Canada.

From the Annual Report of the Chief Engineer on the Railways of the Dominion of Canada, which was laid before Parliament on the 16th inst., we learn that the total number of miles of railway in operation on the 30th of June, 1880, amounted to 6,891; the number of miles under construction, and on which track is laid, 384; number of miles under construction, 1,077—total, 8,302 miles. This mileage does not include 208 miles of the Grand Trunk and 21 miles of the Southeastern Railway situated in the Eastern States and erroneously included in the returns of former years. There was an increase of 636 miles in operation, and a decrease of 126 miles under construction. The nominal capital on the 30th June, 1880, was: ordinary share capital, \$126,061,779; preference capital, \$70,450,140; bonded debt, \$84,756,815—total, \$281,271,229. Add from Governments and Municipalities, \$97,760,372—making a grand total of \$379,031,602. There is an increase of \$16,945,463 in the capital of the railways, as compared with the previous year. The total mileage for the year was 22,481,214, against 20,731,689 in 1878-79—an increase of 1,749,525 miles. The number of passengers carried was 10,532,310, against 6,523,816, an increase of 4,008,494. The tonnage of freight hauled was 9,842,493, against 8,328,810, an increase of 1,513,683. The following is a comparative statement of traffic on the principal lines:

	Passengers carried.	
	1879-80.	1878-79.
Grand Trunk.....	1,995,626	1,975,519
Great Western.....	1,241,111	1,241,586
Intercolonial.....	581,483	610,101
Canada Southern.....		278,818
Northern and Northwestern	886,169	876,128
Midland.....	116,857	113,918
Toronto, Grey and Bruce.	121,685	118,658
Toronto and Nipissing....	89,933	89,618

The freight carried on same railways in the two years compares as follows:

	Tons carried.	
	1879-80.	1878-79.
Grand Trunk.....	2,835,561	2,371,225
Great Western.....	1,903,400	1,789,634
Intercolonial.....	561,924	510,861
Canada Southern.....	1,836,948	1,501,861
Northern and Northwestern	489,600	404,251
Midland.....	137,515	123,106
Toronto, Grey and Bruce.	115,257	92,855
Toronto and Nipissing....	105,473	84,694

The earnings were as follows:

	1879-80.	1878-79.
Passengers.....	\$7,076,339	\$6,459,598
Freight.....	15,506,935	12,609,093
Mails, express, etc.....	851,188	783,926
Other sources.....	102,075	166,448
Total.....	\$23,536,537	\$19,919,065

There was one more passenger killed in 1879-80 than in the preceding year, but a decrease of 10 in the number of employees, and of 11 in the number of persons, neither passengers or employees. The total decrease of killed was 20, and the increase in the injured 86. The proportion of passengers killed to the number carried was one in 1,053,231, against one in 724,869 in 1878-79. The proportion of injured was one to 633,078, against one to 326,190 in the previous year. The total killed in 1879-80 was 87, as against 107 in 1878-79. The injured numbered 102 in 1879-80, as against 68 in 1878-79. On the Can-

ada Pacific the mileage in operation was 280; number of passengers carried, 17,640.

Anthracite Coal Tonnage.

John H. Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of February, 1881, compared with the same period last year:

	Feb. 1881.	Feb. 1880.
Reading Railroad.....	436,415	299,854
Lehigh Valley Railroad....	420,819	239,559
Central R. R. of New Jersey.	323,209	152,747
Del., Lack. and Western....	360,125	231,276
Delaware and Hudson Canal	285,606	194,254
Pennsylvania Railroad.....	141,889	90,569
Pennsylvania Coal.....	106,153	67,942
New York, Lake Erie & Western.....	43,004	19,765

Total.....2,118,172 1,296,570
—an increase of 821,603 tons.

	1881.	1880.
Reading Railroad.....	828,573	697,146
Lehigh Valley Railroad....	752,576	559,743
Central R. R. of New Jersey.	560,023	432,524
Del., Lack. and Western....	629,452	512,805
Delaware and Hudson Canal	472,680	460,476
Pennsylvania Railroad.....	297,580	186,734
Pennsylvania Coal.....	176,988	154,473
New York, Lake Erie and Western.....	72,943	57,482

Total.....3,790,818 3,060,886
—an increase of 729,932.

The stock of coal on hand at tide water shipping points, February 28, 1881, was 395,286 tons; do January 31, 1881, 417,985 tons—decrease, 22,599 tons.

The New Alpine Railway Tunnels.

Among the great works of railway engineering at present in process of execution or in prospect, there are none which surpass in interest the three new tunnels through various portions of the Alps. We refer first to the St. Gothard tunnel, which in the rough is complete, and in which only the finishing operations now require to be executed. Secondly, we allude to the Aarberg tunnel commenced but recently, and which is to offer a direct line of communication between Austria and Switzerland, France and the west of Europe. In the third place we refer to the project of a new tunnel through Mount Simplon, which is to form a more direct route than that by Mont Cenis between France and England on the one hand and Italy on the other. It is not without interest to learn something more as to what is doing in these three great projects than the scanty references appearing in the daily press. We therefore propose here to state briefly the most recent facts that have transpired in connection with the projects in question.

The Aarberg tunnel may be dismissed in a few words. Under a guarantee from the Austrian Government, which has provided the money (£1,620,000) for the tunnelling works in yearly quotas until their completion, the operations have been going steadily on since their commencement. At the east end of the tunnel the rocks met with have been found free from water, but at the west end the contractors up to a fortnight ago had to deal with a stratum which presented great difficulties owing to the constant influx of water. Fortunately they have now found a new and drier rock, and the work is progressing far more favorably than had been anticipated.

The Aarberg tunnel will be more than 10,000 metres long, and therefore though considerably shorter than the St. Gothard tunnel will still rank among the longest tunnels in the world.

The exact length will be 10,248 metres, or six miles six hundred and forty-eight yards. The

tunnel will be bored at a height of 1,800 metres, or 4,265 feet above the level of the sea. It will have a double line of rails. The contractors are well known continental railway engineers. It is provided that the work of tunnelling, which was commenced on the 1st of February, is to advance at the rate of $8\frac{1}{2}$ metres, or nearly 11 feet, at each end every day until completion. The boring will, it is expected, be finished in about four and a half years, that is, about the month of August, 1885.

Unexpected difficulties have arisen in connection with the St. Gothard Tunnel. It was feared lately that the contractors who have been conducting the operations since the death of M. Favre would stop working. This has fortunately not turned out to be the case. In the month of January they had earned and received upwards of half a million francs less than they had calculated upon. It was originally reckoned that the tunnel would have been completed by the 1st of October, 1880. But it will not be finished, as the contractors had afterward calculated, even by the 1st of April this year. Indeed it is now anticipated by those who are conversant with the affair that the operations will hardly be brought to a conclusion by the end of September this year. The St. Gothard tunnel measures nearly 15,000 metres in length. Of this distance only 5,800 metres were actually in a finished state at the end of last week. It is quite within the bounds of possibility that the contractors instead of making anything out of the tunnel will in the end lose money by it, but it is to be hoped they will not. At the outset they had to deposit the sum of eight million francs as security or caution money for the execution of their task. Of this amount they have already lost, it is understood, one and a half million francs in fines for not fulfilling their contract in its details during the progress of the operations. The contractors will, of course, not think of abandoning the work and so forfeit the remaining $6\frac{1}{2}$ million francs of their deposit money. They have, however, been attempting for some time past to obtain more favorable terms from the company on the ground of the unforeseen and unforeseeable nature of the difficulties they had to overcome.

With regard to the third scheme, it had almost been settled some time ago that the French Government would grant a sum of 50 million francs for a tunnel through the Simplon. But this entire route is now called in question. Frenchmen object to the Simplon tunnel because it would be in Switzerland. The object of the scheme is to take English and French passengers by a more direct line from Paris and London to Italy. Many of the French critics desire to take the tunnel through a portion of the Alps which would leave Switzerland altogether out of the business. An alternative has therefore for some time past been advocated which would cause the tunnel to run through Mont Blanc. The question came before the French Legislature a fortnight ago. A preliminary committee had considered the two projects, the Simplon and the Mont Blanc tunnel, advocated respectively by M. Renanlt and M. Dupont, and recommended that a special commission should be appointed thoroughly to examine and report on their respective merits. A great objection to the Simplon project in the eyes of Frenchmen is that France would be called on to grant 50 millions of francs for a line passing through the neutral Swiss territory. This it is thought might lead to political difficulties hereafter. The question whether the tunnelling of the Simplon or of Mont Blanc would be the more advantageous for France has occupied much attention in Paris during the past few days. "The advocates of the Simplon route," says the Journal des Debats, "point out the comparative facility of the tunnelling operations by this line, and the comparative narrowness of the mountain at its base. This would allow the tunnel to be driven 600 metres lower than Mont Cenis and 400 metres lower than St. Gothard. Moreover, the rich plain of the Rhone is by this route brought into communication with the rich Ossala Valley

which would be but an hour's ride distant by the rail. Moreover, the distance from Paris to Milan is shortest by this line. The saving in time as compared with the Mont Cenis route is calculated at three hours between the two cities in question. On the other hand, the supporters of the Mont Blanc scheme point out that the Simplon would be too near the St. Gothard tunnel. They stated that the boring operations through Mont Blanc would not be more difficult than through the Simplon. The Mont Blanc tunnel could be carried out as easily, would cost little or no more, and would be far preferable from a political and strategic point of view." Thus the matter stands at present, and nothing further will be done in the matter until the French Chamber has sifted the two novel schemes and arrived at a final decision as to their respective merits.—[Herald's Railway Journal, London.]

Virginia State Bonds.

The Virginia Consols are dated 1st of July, 1871, payable thirty-four years after date, and are redeemable at the pleasure of the State after 1st of July, 1881. The bonds bear 6 per cent interest, made payable 1st January and 1st July in each year, and carry coupons back to 1st January, 1905, which are made receivable for taxes. The last six months' interest is payable with the bond. The bonds were issued by authority of an act of the General Assembly, approved 30th March, 1871.

The 10-40 bonds are dated 1st January, 1879, and are made redeemable after 1st January, 1889, and payable 1st January, 1919, that is, they are redeemable in 10 years and payable in 40 years after date, hence they are called 10-40s. The bonds bear 3 per cent interest for the first 10 years, 4 per cent for 20 years, and 5 per cent for the last 10 years, and carry coupons to date of maturity. Upon the face of these bonds it is stipulated that the coupons shall be received for all taxes and other dues to the State, and also that the principal and interest shall be free from taxation by the State of Virginia or any county or corporation therein. The Supreme Court has decided that the coupon on the Consol is not subject to State taxation. The 10-40 bond was issued under an act approved the 28th of March, 1879.

International Construction Co.

The Legislature of Connecticut has incorporated the International Construction Company, the incorporators being Henry Sanford, Oliver Hoyt, A. N. Hawley, Henry B. Plant, Isaac E. Gates, D. O. Mills, Thomas W. Piece, Benjamin Clark, and their associates. Senator Oliver Hoyt explained in the Senate that this is the company which proposes to build the international railway to the City of Mexico. The act of incorporation empowers it "to build, construct, enlarge, repair, complete, equip, furnish, and operate, &c., railroads, railroad bridges, telegraph lines, and all necessary appurtenances in any State or Territory of the United States, or in any foreign country," with power to lease other roads or telegraph lines; to "make joint stock with any other corporations"; "to receive in payment cash, notes, bonds, stocks, or other securities, from any individuals or corporations, and securities issued by any Government, State, county, town or municipal corporation"; to construct or operate roads "by contract or otherwise"; "to own and op-

erate steamship lines, steamboat lines, and ferry boats;" to borrow and loan money, issue its own bonds, &c., at rates of interest not exceeding 8 per cent; to make advances of money to railroad, telegraph, and bridge companies and other corporations and to contractors and individuals." The capital stock is to be \$1,000,000, liable to be increased to \$10,000,000, divided into shares of \$100, and the company may be organized and proceed to business when \$100,000 is subscribed and 10 per cent of said subscription is paid in. That is to say, a paid-in subscription of \$10,000 is all that is requisite to set the International Construction afloat. A majority of the eight named incorporators have power to open books for subscriptions for the purpose of organization, and any two of them may call the first meeting. The remaining sections of the bill are substantially the same as of other acts of incorporation.

Railroads of New York.

The State Engineer and Surveyor has submitted to the Legislature at Albany his report of the railroads of the State for the fiscal year ending September 30, 1880. From this we learn that the number of railroad companies in the State was 214; organized during the year, 33; extinct during the same period, 22; total paid up capital, \$437,514,000, of which the proportion for New York is \$332,000,000; earnings, \$94,523,000; proportions for New York, \$65,711,000; mileage built during the year, 86 miles; total mileage, 4,855; number of engines, 3,015; first-class passenger cars, 2,374; second-class, 369; baggage, mail and express cars, 717; freight cars, 68,927; service cars, 1,217. During the year 409 persons were killed in accidents, of whom only 25 were passengers and 145 employees; 826 were injured, of whom only 67 were passengers and 520 employees. The report shows that on an investment of \$675,270,000 the dividends amounted to only \$15,600,000—less than 2½ per cent. Not a very large average rate even in these days of cheap money.

Street Railways in Baltimore.

The Mayor of the city of Baltimore has approved of the ordinance passed by the Councils granting permission to the Patterson and Druid Hill Parks City Passenger Railway Company to lay down tracks on various streets and avenues of that city, commencing at the intersection of Baltimore street and Patterson Park avenue, thence along the avenue to Fayette street, to Wolfe, Monument, Bond, Madison, Forrest, Eager, Cathedral, Howard, Park, Dolphin, Bolton, Wilson, Linden avenue, to North avenue, to the city limits; also beginning at the intersection of Monument and Wolfe streets, along Monument to Washington, to North avenue, to the grounds of the Baltimore Cemetery Company, and also beginning at the intersection of Bond and Monument, along Bond to Eastern avenue, to Shakespeare street, to Broadway, to Thames. The directors mentioned in the ordinance are Edward Shriver, (president,) George W. Ward, Charles Webb, John A. Tomkins, James H. Phibney, Edwin B. Stanton and George R. Hixwell. The fare is not to exceed five cents, with no charge for children under six years, and transfers three cents. Twelve per centum of the gross receipts

are to be paid quarterly to the park fund, the company to give bond in the sum of \$10,000 for the faithful performance of their duty. The road is to be commenced within six months from the approval of the ordinance and to be completed within twelve months. It is understood the work will be begun in a very short time.

An opinion was rendered in the United States Supreme Court at Washington on the 21st inst., by Mr. Justice Miller, in the case of Eliza J. Den-nick, administratrix, &c., plaintiff in error, vs. The Central Railroad Company of New Jersey. The plaintiff, an administratrix appointed in New York under a New York law, sued a New Jersey corporation under the New Jersey statute relating to injuries resulting in death. The death occurred in New Jersey. The court below directed a verdict for the defendants on the ground that a New York administratrix had no cause of action conferred upon her by the New Jersey statute, inasmuch as that statute gave a right of action only to a New Jersey representative as trustee of a special trust to be collected, administered and distributed only under the New Jersey law. In the absence of any controlling authority or general concurrence of decision this court holds that it must decide for itself the question now for the first time presented to it, and with every respect for the courts which have held otherwise it is of opinion that sound principles clearly authorize the administrator in cases like this to maintain the action. Judgment reversed with costs and cause remanded with directions to award a new trial.

In the United States Supreme Court at Washington on the 21st inst., a decision was rendered in the case of Grinnell et al. against the Chicago, Rock Island and Pacific Railway Company upon appeal from the Supreme Court of Iowa. The question in controversy is whether the railroad company, under the act of Congress of May 15, 1856, acquired valid titles to the lands within the old fifteen-mile limit of the Mississippi and Missouri Railroad Company, certified to the State under that grant by the Department of the Interior for the benefit of that company, but which were left outside of the new twenty-mile limit by a change of location of the old line made by the present company under the act of Congress of June 2, 1864, amendatory of the act of May 15, 1856. The judgment of the Supreme Court of Iowa sustaining the railroad company's title to the lands in controversy is affirmed.

The Morgan branch of the New Orleans Pacific Railroad is graded fifteen miles north of Washington, St. Landry Parish, La. There are eighteen miles to be graded before reaching Lecompte, on the line of the New Orleans Pacific. This portion of the branch, it is expected, will be completed by September.

The total amount of tolls collected on the Beaubarnois Canal in 1880 was \$3,221, against \$2,848 in 1879. The total amount collected from 1872 to 1880, inclusive, has been \$19,506.

The Pennsylvania Railroad Company has obtained control of the Mineral Mining and Railroad Company at Shamokin, and of the Susquehanna Coal Company.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:	\$						Boston, Clin., Fitchb. & N. Bed:	\$					
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	600,000	8	"	"	1882	....	Consolidation Bonds.....	628,000	7	June & Dec.	"	1899	....
Albany and Susquehanna:							Equipment Notes.....	870,000	6	Apr. and Oct.	"	'81-'83	....
1st Mortgage, 1868.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1865.....	1,967,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	985,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1865.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....		Bonds of 1877.....	620,000	8	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,500	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$1,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1869.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,115,500	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,500	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1882	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,884,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1913	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:—						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.:—						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
Income Bonds.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C., B. & Q.):						
Pleasant Hill and De Soto—							Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
Florence, El Colorado & West—							Stock (common) Bonds.....	370,500	8	"	"	1899	....
1st Mortgage, gold.....	810,000	7 1/2	April & Oct.	Boston.	1907	....	Bur. & Mo. R. in Neb. (C., B. & Q.):						
New Mexico and So. Pacific—							Bonds convertible until 1892.....	600,000	8	Jan. and July.	Boston.	1883	....
1st Mortgage, gold.....	5,610,000	7 1/2	"	Boston.	1908	....	Consol. Mortgage for \$14,000,000	7,065,000	6	"	"	1918	....
Atlanta and Charlotte Air Line:							Burlington and Southwestern:						
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage pr. ferred.....	4,250,000	7	Jan. & July.	"	1907	....	1st Mortgage (Linneus Branch).....	1,600,000	7	"	"	1892	....
Atlantic, Miss. and Ohio:							Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort. consol. for \$15,000,000..	5,470,000	7 1/2	April & Oct.	New York.	1901	....	1st Mort., gold (Coup. or Reg.).....	1,450,000	7 1/2	June and Dec.	New York.	1897	....
2d Mort. to State (no int. till '80).	4,000,000	7 1/2	"	"	....		Cairo & Fulton (St. L., I. M. & S.):						
Norfolk and Petersburg—							1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	Cairo and St. Louis:						
1st Mortgage, extended.....	157,000	7	"	"	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
2d Mortgage.....	458,000	8	"	"	1893	....	California Pacific:						
South Side—							1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
1st preferred d bonds.....	634,000	8	Jan. & July.	New York.	'84-'90	....	2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
3d preferred bonds.....	452,500	6	"	"	'96-'00	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1905	....
Virginia and Tennessee—							Camden & Amboy (U. Co. of N. J.):						
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
4th Mortgage.....	981,000	8	"	"	1900	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
Registered Certificates.....	84,000	8	"	"	1875	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Funded Int. est.....	226,900	8	"	"	1880	....	Camden and Atlantic:						
Atlantic and Pacific:							1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1883	....
1st Mort. S. F. for \$25,000,000....	25,000pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
Income Bds, non-cumulative.....	18,750pm	6	April & Oct.	"	1910	....	Camden and Burlington County:						
Atlantic and St. Lawrence:							1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
2d Mortgage (sterling), of 1864....	1,500,000	6 1/2	April & Oct.	London.	1881	....	Canada Southern:						
3d Mortgage (sterling) of 1871....	718,000	6 1/2	May & Nov.	"	1881	....	New Mort., (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Bald Eagle Valley:							Carolina Central:						
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1913	....
Baltimore and Ohio:							2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Loan of 1853-'56.....	1,710,000	6	April & Oct.	Baltimore.	1885	....	Catawissa:						
Loan of 1855-'90 (Balt.) skg fd..	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1870-'96 (stk.) skg fd..	2,882,956	6 1/2	March & Sept.	London.	1895	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1872-1902 (stk.) S. F.....	8,507,352	6 1/2	"	"	1902	....	Obbalt Mortgage.....	209,850	5	May & Nov.	"	'89-'90	....
Loan of 1874-1910 (stk.) S. F.....	9,107,547	6 1/2	May & Nov.	"	1910	....	Oedar Falls and Minnesota:						
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (C. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	....
Purchase of Connellsville R. R.	800,000	6	"	Baltimore.	'81-'00	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1897	....
Ster. Loan, lien on Chi. line bds..	7,744,000	5	June & Dec.	London.	1927	....	Oedar Rapids & Mo. Riv. (C. & N. W.):						
Parkersburg Branch Bonds.....	3,000,000	8	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1863, (58 miles).....	582,000	7	"	"	1894	....
Bonds to state of Maryland.....	386,000	6	"	"	1888	....	1st Mortgage, 1866, (145 miles).....	2,332,000	7	May and Nov.	"	1916	....
Baltimore and Potomac:							Central Branch Union Pacific:						
1st Mort. (Tunnel) gold, S. F....	1,600,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage (R. R.) gold S. F....	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	2d Mortgage Govern't security.....	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6 1/2	Jan. & July.	Baltimore.	1915	Funded Interest Bonds.....	640,000	7 1/2	May & Nov.	New York.	
Bedford and Bridgeport:							Central of						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1916	....
State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1884	....	General Consol. Gold Bonds ...	12,843,000	7	June & Dec.	"	1902	....
2d Mort. (Govern'm't Subsidy).	25,883,000	7	"	"	'96-'98	....	Sinking Fund Bonds of 1879 ...	6,400,000	6	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold	2,616,000	6	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,632,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.)...	1,970,666	6	"	"	1899	....	1st Mortgage (Chic. & Mil.)...	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'88-'92	....	1st Mortgage gr. (Iowa Midland)	1,250,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okld. & Ala.)...	687,000	6	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	....
Land bonds (Cen. Pacific) gold...	6,530,000	6	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	3,286,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1908	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central)...	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'80	....	Extension Mortgage Bonds...	4,255,000	7	June & Dec.	"	1916	....
Income and Extension Bonds...	1,508,600	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)...	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	"	1901	....
1st Mortgage.....	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage.....	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000....	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000....	7,253,000	6	June & Dec.	"	1907	....
1st Mortgage.....	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6	Jan. & July.	New York.	1898	....	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A".....	2,000,000	6	April & Oct.	"	1905	....	Mississippi Central—						
1st Mort. gold "B".....	15,000,000	6	May & Nov.	"	1908	....	1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income.....	10,000,000	6	Jan. & July.	"	1918	....	2d Mortgage.....	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon...	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Chester:							1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,000,000	6	June & Dec.	New York.	1900	....
1st Mortgage.....	2,367,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income.....	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold.....	2,800,000	6	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,279,850	6	Jan. & July.	London.	1903	....	2d Mortgage, land grant.....	2,018,000	6	"	"	1898	....
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold.....	7,000,000	6	April & Oct.	New York.	1919	....
Trust Mortgage, 4 1/2 p'd Incom.	2,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4	Jan. & July.	Frankfort.	1890	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 6 per cent bonds.....	2,356,000	5	"	"	1901	....	1st Mort. guar. by E. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1975, Sinking Fund....	39,000	5	June & Dec.	"	1896	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds.....	183,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1865.....	491,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000.	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	3,541,250	7	April & Oct.	New York.	1902	....	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Chic. & Ind. (C. I., St. L. & C.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	499,000	7	June & Dec.	New York.	1902	....
Chicago, Cin., Dub. and Minn.:							2d Mortgage, guar.....	1,945,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage.....	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000.	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.)...	2,379,000	7	Feb. and Aug.	"	1897	....
1st Mortgage.....	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds reg. (do.)...	187,000	10	March & Sept.	"	1883	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '53	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-com.)...	714,329	7	December.	"	1907	....	2d Mort. (") guar.....	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.)...	1,120,000	7	March & Sept.	"	1901	....
1st Mortgage, Sterling.....	6,000,000	6	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C. I., St. L. & C.):						
2d Mortgage Income.....	4,000,000	7	September.	New York.	1930	....	1st Mortgage, gold.....	1,120,000	7	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st).....	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
3d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage	65,000	7	"	"	1889	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.....	1,800,000	7	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000....	8,423,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold.....	286,500	6	Jan. and July.	New York.	1906	....
2d Mortgage.....	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division)...	6,000,000	7	Jan. & July.	"	1893	....	2d Mortgage.....	1,100,800	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)...	2,500,000	7	"	"	1903	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)...	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)...	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central)...	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. & I.)...	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division)...	4,000,000	7	"	"	1902	....	2d Mortgage.....	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)...	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)...	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund....	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,316,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C. C. and C. R. R.)...	125,000	7	June and Dec.	"	'76-'74	....
1st Mort. (Haas. and Dak. Div.)...	160,000	7	"	"	1902	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1899
1st Mort. (Mil. and Western)...	2												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	...	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York.	1919	...
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	...	...	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	...
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1883	...
1st Mortgage.....	1,008,000	7	Feb. & Aug.	Philadelphia.	1892	...	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York.	1890	...
1st Mortgage Consol. skg fund.....	10,478,000	7	April & Oct.	New York.	1903	...	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	...
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	1890	...	3d Mortgage.....	200,000	7	" "	" "	1890	...
Income convertible.....	8,995,000	7	" "	" "	1890	...	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	1890	...	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	...
2d Mort. (" ")	28,200	7	Jan. & July.	" "	1890	...	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chl. Air-L.)	113,000	7	F. M. A. & N.	" "	1890	...	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...	East Tennessee, Virginia & Ga.:						
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	...	1st Mort. skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	...
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1883	...	2d Mortgage.....	190,000	4	" "	" "	1883	...
1st Mort. (Tol. Logansport & Bur.)	610,500	7	Feb. & Aug.	" "	1884	...	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	...
Income (" ")	67,648	7	" "	" "	1890	...	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	...	Company Bonds (" ")	634,000	6	" "	" "	1880-88	...
Union Trust Co. Certificates.....	1,400,000	...	...	...	...	...	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	...
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	...	Certificates of Indebtedness.....	13,398,430	4*	" "	Bost. & Lond.	1906	...
2d Mortgage.....	300,000	7	Jan. & July.	" "	1890	...	Eastern Shore (Md.):						
1st M. (Logan & Stralsville Br.)	730,000	7	" "	" "	1892	...	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	...
Columbus, Springfield and Cin.:							Equi-River:						
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	...	Equipment Bonds.....	118,000	7	F. M. A. & N.	...	1885	...
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905	...	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	...
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	...	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	...
Concord and Claremont:							Income Mortgage guaranteed.....	570,000	5	April & Oct.	" "	2862	...
1st Mortgage.....	500,000	7	...	Concord, N.H.	1894	...	Eric-See N.Y., Lake E. & West						
Connecticut Central:							Erde and Pittsburgh (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	...	1895	...	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	...
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	" "	1890	...
New Mortgage for \$1,500,000.....	1,469,500	7	April & Oct.	Boston.	1893	...	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1898	...
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	...	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	...
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	...	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	...
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	...	Evansville and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	...
1st Mort. A., B., C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	1904	...	1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	...
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	257,000	6	Jan. & July.	" "	1910	...
1st Mortgage.....	450,000	7*	Jan. & July.	...	1885	...	Evansville, Terre Haute & Chl.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	...
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	...	2d Mortgage, gold.....	325,000	6*	Jan. & July.	" "	1903	...
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	" "	1888	...	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	4	April & Oct.	Boston.	1894	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Bonds of 1877.....	500,000	6	" "	" "	1897	...
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1908	...	Bonds of 1879.....	500,000	6	" "	" "	1899	...
Plain bonds.....	81,800	6	" "	" "	1884	...	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1888	...
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	...	Flint & Holly B. F. (\$25,000 p. y.)	300,500	10	May & Nov.	" "	1888	...
2d Mortgage.....	200,000	7	" "	" "	1892	...	1st Mort. (Bay C. & L. J. & Guar.)	100,000	10	Jan. & July.	Newark.	1882	...
Consolidated Mortgage.....	100,000	6	" "	" "	1920	...	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	...
Dayton and Michigan (O. H. & D.):							1st Mort. skg. fd. (H. W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	...
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	...	Reorgan'n bds (redeem. at will).....	...	6	...	...	1910	...
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	...	Florida Central:						
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	...	1st Mortgage, gold coupon.....	300,000	7*	Jan. & July.	New York.	1907	...
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1881-84	...	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushing & N. Side.)	800,000	7	May and Nov.	New York.	1889	...
1st Mortgage.....	90,000	7	...	...	1879	...	2d Mort. (" ")	400,000	7	" "	" "	1900	...
2d Mortgage.....	185,000	7	...	...	1879	...	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	...
Income Bonds.....	262,445	7	...	...	1879	...	Fonda, Johnston & Gloversville:						
Dayton and Western (L. M. R. R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	...
1st Mortgage (assumed).....	498,000	6-7	Jan. & July.	New York.	1905	...	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	...
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1885	...	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	...
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	...	2d Mortgage.....	500,000	8	" "	" "	1886	...
Delaware, Lackawanna & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	...
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	...	Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	" "	1882	...	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	...
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	...	Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	...	1st Mortgage, gold.....	200,000	7	Jan. & July.	New York.	1908	...
Denver Pacific (Union Pacific):							Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	...	1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	...
Denver & Rio Grande:							1st Mortgage.....	312,000	7	" "	" "	1899	...
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	...	Income Bonds.....	317,082	7	" "	" "	1886	...
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	...	Galena & Chic. Union (C. & N. W.):						
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	...	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	...
Denver, South Park and Pacific:							Galv., Harrisburg & San Antonio:						
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	...	1st Mortgage, gold, land grant.....	4,800,000	6*	Feb. & Aug.	New York.	1910	...
De Moines and Ft. Dodge:							2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	...
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	...	Galveston, Houston & Henderson:						
Detroit & Bay City (Mich. Cent.):							1st Mortgage.....	1,498,000	7*	Jan. & July.	New York.	1902	...
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	...	Geneva, Ithaca and Sayre:						
Detroit, Grand Hav. & Milwaukee:							1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	...
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	...	Georgia (and Banking):						
2d Mort. (" ")	5,500,000	6	" "	" "	1913	...	Company bonds (debentures).....	425,000	7	Jan. & July.	Augusta	1890-90	...
D. Har Bonds (Oakland & O.R.)	44,000	7	May & Nov.	New York.	1882	...	Company bonds (debentures).....	1,155,000	6	" "	" "	1900-97	...
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	...	Grand Rapids & Indiana:						
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	...	1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	...
3d Mort. (" ")	250,000	6	Feb. & Aug.	" "	1888	...	1st Mort. L. G. not guar. gold.....	3,013,000	7*	April & Oct.	" "	1899	...
De roit, Lansing and Northern:							Income Mortgage bonds.....	987,000	7	March & Sept.	" "	1905	...
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	...	Grand River Valley (Mich. C.):						
1st Mort. (Lansing and Lansing)	770,000	8	" "	" "	1889	...	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	...
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	...	Grand Rapids, Newago & L. S.:						
Detroit, Mon. & Tol. (L. Sh. & M. S.):							1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	...
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	...	2d Mortgage.....	200,000	7	June & Dec.	" "	1905	...
Dixon, Peoria and Hannibal:							Great Western Railway of 1899:						
1st Mort. guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1899	...	1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	...
Dubuque and Sioux City:							2d Mort. (" ")	2,500,000	7	May & Nov.	" "	1893	...
1st Mortgage 1st div.....	295,000	7	Jan. & July.	New York.	1883	...	Green Bay and Minnesota:						
1st Mortgage 2d division.....	580,000	7	" "	" "	1884	...	1st Mortgage.....	3,200,000	7*	Feb. & Aug.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage.....	385,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed.....	642,192	7	" " "	" " "	'81-'86	....	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)	793,000	7	May & Nov.	New York.	1890	....	1st Mortgage sfg fund guar.....	300,000	8	Jan. & July.	New York.	1883	....
2d Mortgage.....	31,000	7	" " "	" " "	1892	....	Joliet and Northern Indiana:						
Hannibal & Naples (W. St. L. & P.):							1st Mort. guar. by Mich. Cent..	300,000	7	Jan. & July.	New York.	1907	....
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	....	Junction, Philadelphia:						
Hannibal and St. Joseph:							1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	" "	1900	....
Missouri State Loan.....	1,500,000	6	" " "	" " "	'89-'91	....	Kalamazoo, Allegan & Gr. Rapids:						
Fifteen years' bonds.....	4,000,040	8	Mar. & Sept.	" " "	1885	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	....
General Land Mortgage.....	442,000	7	Jan. & July.	" " "	1888	....	Kalamazoo and Schoolcraft:						
1st Mort. (Quincy & Palmyra)...	433,000	8	Feb. & Aug.	" " "	1892	....	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1889	....
1st Mort. (Kansas City & Cam.)...	1,200,000	10	Jan. & July.	" " "	1892	....	Kalamazoo, & S. Haven (M. Cen.):						
Harrisburg, Port. Mt. Joy & Lan.:							1st Mortgage guar. by leases...	640,000	8	May & Nov.	New York.	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....	2d Mortgage " " " " " "	70,000	8	" " "	" " "	1890	....
Harrisburg and Potomac:							Kalamazoo & White Pigeon:						
1st Mortgage.....	507,290	7	Jan. & July.	Philadelphia.	1904	....	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
Holly, Wayne & Monroe (F. & P.M.):							Kansas City and Cameron:						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
Holyoke and Westfield:							Kansas Central:						
1st Mortgage.....	280,000	6-7	April & Oct.	New Haven.	'91-'98	....	1st Mortgage for \$2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
Houston:							Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mortgage.....	600,000	8	.....	.....	.....	....
2d Mortgage of 1869.....	300,000	6	Jan. & July.	Brpt. & Bos.	1889	....	New Mortgage.....	1,500,000	7	Jan. & July.	New York.	1910	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgeport.	1888	....	Kansas City, Ft. Scott & Gulf:						
Consolidated Mortgage, 1880.....	300,000	5	April & Oct.	Boston.	1910	....	1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston.	....	....
Houston, East and West Texas:							Mortgage on Branches.....	1,320,000	.....	.....	.....	.....	....
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1898	....	Kansas City, Lawrence & So.:						
Houston and Texas Central:							1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston.	1909	....
1st Mortgage L. G. sfg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....	1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	" "	1910	....
1st Mortgage (L. G. West. Div.)...	2,270,000	7*	" " "	" " "	1891	....	1st Mort. (Sumner Co. R. R.)...	300,000	7	.....	" "	1910	....
1st Mort. (Waco & N. W. Div.)...	969,000	7*	" " "	" " "	1908	....	Kan. City, St. Jo. & Coun. Bluffs:						
Income and Indemnity Bonds...	2,500,000	7	May & Nov.	" " "	1887	....	1st Mort. (C. B. & St. Jo.).....	500,000	7	Jan. & July.	Bost. & N. Y.	1890	....
Consol. Mort. L. G. (M. & W. O.)	3,642,000	8	April & Oct.	" " "	1912	....	1st Mortgage.....	4,496,522	7	" " "	" "	1907	....
Consol. Mort. L. G. (Waco & N.)	580,000	8	May & Nov.	" " "	1915	....	Income Bonds.....	2,488,174	6	April & Oct.	Boston.	1907	....
Huntingdon and Broad Top Mt.:							Kansas City St. Louis & Chicago:						
1st Mortgage gold.....	415,000	7*	April & Oct.	Philadelphia.	1890	....	1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	1903	....
2d Mortgage, gold.....	267,500	7*	Feb. & Aug.	" "	1895	....	Kan. City, Top. & W. (A., T. & S. Fe)						
Consolidated Mortgage.....	1,600,000	7	April & Oct.	" "	1896	....	1st Mortgage.....	854,000	7*	Jan. & July.	Boston.	1905	....
Illinois Central:							Income Bonds.....	200,000	.....	.....	.....	.....	....
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....	Kansas Pacific (Union Pacific):						
Sterling Bonds, £500,000.....	2,500,000	6*	" " "	London.	1895	....	1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
Sterling Bonds, £200,000.....	1,000,000	5*	June and Dec.	" "	1905	....	1st Mort. (2d Div. 233.94 m.) gold	4,083,000	6*	June & Dec.	" "	1896	....
Sterling Bonds, Sinking Fund..	4,200,000	6*	April & Oct.	" "	1903	....	1st M. (3d Div. 244.66 m. & 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
Six per cent Currency Bonds....	1,600,000	6	Jan. & July.	New York.	1898	....	1st Mort. (2,900,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1890	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....	2d Mort. (") gold.....	350,000	7*	March & Sept.	New York.	1896	....
Illinois Grand Trunk (C., B. & Q.):							1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
1st Mortgage, guaranteed.....	890,500	8	April & Oct.	Boston.	1890	....	2d Mortgage (Gov't Subsidy)...	4,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
Illinois Midland:							3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....	Kentucky Central:						
Illinois & So. Iowa (W. St. L. & P.):							2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1893	....
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....	3d Mortgage.....	238,000	7	June & Dec.	" "	1885	....
Indiana, Bloomington & Western:							Keokuk and Des Moines:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....	1st Mort. guar. by C. R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
1st Mortgage, not preferred.....	3,500,000	3-6	April & Oct.	" "	1909	....	Knox and Lincoln:						
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....	1st Mortgage.....	2,895,000	6	Various.	Boston.	'80-'92	....
Income Bonds.....	1,500,000	6	" " "	" " "	1919	....	Knoxville and Ohio:						
Indianapolis, Decatur & Spring:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1905	....	Lake Erie and Western:						
2d Mortgage.....	2,609,000	7	Jan. & July.	" "	1908	....	1st Mortgage, gold.....	1,315,000	6*	Feb. & Aug.	New York.	1919	....
Indianapolis, Cinc. & La.:							Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
See Cinc., Ind., St. L. & Chic..							1st Mortgage (Sandusky Ext.)...	327,000	6	Jan. & July.	" "	....	....
Indianapolis and Madison:							Income (Sandusky Extension)...	600,000	.....	.....	" "	....	....
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....	1st Mort. (La., Bl. & Muncie)...	3,500,000	6*	May & Nov.	" "	1919	....
Indianapolis and St. Louis:							Income (") " " " " " "	1,000,000	7	Annually.	" "	1899	....
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....	Lake Ontario Southern:						
2d Mortgage.....	906,000	7	April & Oct.	" "	1900	....	1st Mortgage, gold.....	1,000,000	6*	April & Oct.	New York.	1910	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Lake Shore & Michigan South'n:						
Indianapolis & Vincennes:							Consol. Mort., S.F. Reg'd. d.)	9,441,000	7	J. A. J. & O.	New York.	1900	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....	Consol. Mort., S.F., Coupon. )	.....	.....	.....	" "	1900	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....	2d Consol. Mort. for \$25,000,000.	10,400,000	7	June & Dec.	" "	1906	....
International and Gt. Northern:							Bonds of 1892 (Reg'd. & Coupon)	5,706,000	7	April & Oct.	" "	1892	....
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....	Lake Shore Dividend Bonds....	1,555,000	7	" " "	" "	1899	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....	3d Mort. (Clev., Palm. & Ash.)...	920,000	7	" " "	" "	1892	....
Ionia and Lansing (L., L. & N.):							1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mortgage.....	770,000	8	Jan. & July.	Boston.	1889	....	1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	" "	1885	....
Iowa Falls and Sioux City:							2d Mort. (") " " " " " "	849,000	7	April & Oct.	" "	1886	....
1st Mortgage, guar.....	2,947,000	7	April & Oct.	New York.	1917	....	Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Iowa Midland (C. & N. W.):							Mort. Bonds (") " " " " "	300,000	7	March & Sept.	" "	1886	....
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....	Mort. Bonds (") Erie)	2,834,860	7	April & Oct.	" "	1893	....
Iowa & Minnesota (C., M. & St. P.)							1st M. (Det. t., Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st Mortgage.....	3,510,000	7	Jan. & July.	New York.	1897	....	1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
Ithaca, Auburn and Western:							1st M. (School. & Three Rivers)	100,000	8	" " "	" "	1887	....
2d Mortgage, Income.....	498,090	7	Jan. & July.	New York.	1907	....	1st M. (Kalam. & Schoolcraft)	100,000	8	" " "	" "	1887	....
Jackson, Lans. & Sag. (Mich. Cen.):							1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" " "	" "	1888	....
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1883	....	1st M. (Jamestown & Franklin)	397,000	7	" " "	" "	var	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....	2d M. (") " " " " " "	500,000	7	June & Dec.	" "	1894	....
Consolidated Mortgage.....	1,943,000	8	March & Sept.	" "	1891	....	Lawrence (P. Ft. W. & Chi.):						
Jacksonville, Pensac. and Mobile:							1st Mortgage, guaranteed.....	336,000	7	Feb. & Aug.	New York.	1895	....
State Bonds.....	4,000,000	8	Jan. & July.	New York.	1900	....	Leavenworth, Atch. & N. West'n:						
Jamestown & Frank. (L.S. & M. So.):							1st Mort. guar. by Pac. of Mo....	479,000	7	April & Oct.	New York.	1899	....
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....	Lehigh and Lackawanna:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	1st and 2d Mortgages.....	600,000	7	June & Dec.	Philadelphia.	1907	....
Jefferson (Crie):							Lehigh Valley:						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....	1st Mortgage (coupon & reg.)...	5,000,000	6	June & Dec.	Philadelphia.	1899	....
1st Mort. (Carbondale Section)	2,000,000	7	" " "	" "	1889	....	2d Mortgage registered.....	5,000,000	7	March & Sept.	" "	1910	....
Jeffersonville, Madison & Indian:							Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	" "	1923	....
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	....	Little Miami:						
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	1st Mortgage.....	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....	Street Connection Bonds.....	475,000	8	Various.	" "	1894	....
Junction and Breakwater:							Little Rock and Fort Smith:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1882	....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
Long Island:							1st Mort. (North-rn Division)...	572,000	7	March & Sept.	"	1909	....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....	1st Mort. (Nehkosh Division) ..	200,000	7	Feb. & Aug.	"	1909	....
1st Mortgage (Glen Cove Br.)...	150,000	6	"	"	1884	....	1st Mort. (Wausau Division)...	280,000	7	"	"	1910	....
1st Mortgage.....	1,121,500	7	"	"	1898	....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	1890	....
2d Mortgage.....	986,772	7	Feb. & Aug.	"	1910	....	Mineral Point:						
Atlantic Ave. Improve. Certif..	114,900	7	"	"	'81-'82	....	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
1st Mort. (Smithtown & Ft. Jct.)	600,000	7	March & Sept.	"	1901	....	Minneapolis & St. Louis:						
1st Mort. (Newtown & Flushing)	106,500	7	May & Nov.	"	1891	....	1st Mort.(Min. to Merriam) June.	455,000	7	Jan. & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)...	250,000	7	April & Oct.	"	1901	....	1st Mort.(Merriam J. to Al. Lea)	950,000	7	June & Dec.	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):							1st M.(Min. to White B. L.) guar.	280,000	7	May & Nov.	"	1907	....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....	1st Mort. (Al. L. to Ft. Dodge) gold	1,02,000	7	June & Dec.	"	1909	....
2d Mortgage.....	800,000	7	May & Nov.	"	1900	....	Mortgage (Southw. Ext.) gold...	12,000pm	7	"	"	1910	....
Louisville, Cin. and Lexington:							Minnesota Valley (O. & N.W.):						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
1st Mortgage.....	2,000,000	7	"	"	1897	....	Miss. Cent. - See Ch. St. L. & N.O.						
New Mortgage for \$1,000,000...	764,700	7	April & Oct.	"	1907	....	Mississippi and Tennessee:						
Louisville and Nashville:							1st Mortgage, Series A.....	976,000	8	April & Oct.	New York.	1902	....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920	....	2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	1902	....
Consol. Mort. S. F. for \$8,000,000	7,071,000	7	April & Oct.	"	1898	....	Missouri, Kansas and Texas:						
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	....	1st Mort. (U. Pac. S. Br.) skg fund	2,310,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'85	....	1st Mort. (Tebco & Neosho) S.F.	349,000	7	June & Dec.	"	1903	....
1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	London.	1901	....	Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	'04-'06	....
1st Mort. (Memph. & Clarkav. Br.)	2,270,770	6	Feb. & Aug.	"	1902	....	2d Mortgage, Income.....	2,571,553	6	April & Oct.	"	1911	....
1st Mort. (Cecilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	....	Brownville Br dgs bonds, guar.	956,000	7	May & Nov.	"	1908	....
1st Mort. (N. Orleans & Mo.)...	5,000,000	6	Jan. & July.	"	1930	....	Consol. Mort. for \$45,000,000...						
Mort. (Evans, Hend. & Nash.)...	1,600,000	6	June & Dec.	"	1919	....	Missouri Pacific:						
Louisville Loan (no mortgage)...	850,000	6	Apr. and Oct.	"	'86-'87	....	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....	2d Mortgage sinking fund.....	2,578,000	7	Jan. & July.	"	1891	....
Louisv. Loan (Leb. Br. Exten.)...	333,000	6	April & Oct.	N. Y. & Louis.	1893	....	3d Mortgage.....	4,500,000	7	May & Nov.	"	....	....
Debenture Bonds 1880.....	2,650,000	6	Jan. & July.	New York.	1884	....	St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	....	Rail Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....
Louisville, New Albany & Chic.:							1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	"	1893	....
1st Mortgage.....	3,000,000	6	"	"	....	....	Consol. Mortgage for \$30,000,000	409,000	6	May & Nov.	"	1920	....
McKean and Buffalo:							1st Mort. (Missouri River R.R.)	479,000	7	April & Oct.	"	1889	....
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1905	....	1st Mort. (Leav. Atch. & N.W.)	650,000	7	"	"	....	....
Macon and Augusta:							1st Mort. (St. L. and Lex.)...	248,000	6	Jan. & July.	"	1894	....
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....	1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	"	....	....
1st Mortgage not endorsed.....	100,000	7	"	"	1887	....	1st M. (St. L. Kan. & Arizona).	1,200,000	....	"	"	....	....
Madison & Portage (U. M. & St. P.):							1st Mort. (Lexington & Southern)	1,050,000	....	"	"	....	....
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	....	Mobile and Girard:						
Mehoning Coal:							2d Mort., end. by Cent. R.R. of Ga.	800,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....	3d Mort., to Central R.R. of Ga.	804,000	4	June & Dec.	"	1897	....
Maine Central:							Mobile and Ohio:						
Consolidated 1st Mortgage.....	3,908,700	7	April & Oct.	Boston.	1912	....	1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
\$1,100,000 Loan, tax free.....	766,880	7	Jan. & July.	"	1898	....	First Preferred Debentures....	5,300,000	7	(As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.)	New York.	Sinking fund.	....
Extension (gold) Loan.....	496,560	6	April & Oct.	"	1900	....	Second Preferred Debentures..	1,850,000	7	"	"	....	....
\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Monthly.	Portland	'90-'91	....	Third Preferred Debentures...	600,000	7	"	"	....	....
1st Mortgage (Portland & Ken.)	217,860	6	April & Oct.	Portland	1883	....	Fourth Preferred Debentures...	900,000	7	"	"	....	....
Consol. Loan (Port. & Kennebec)	1,166,700	6	Jan. & July.	Boston.	1895	....	Caro Extension.....	600,000	6	Jan. & July.	"	1892	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....	Morris and Essex (D. L. & W.):						
Bath (Androscoggin) Loan.....	426,000	6	J. A. J. & O.	"	1891	....	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
Manhattan Beach:							2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....	Convertible bonds.....	284,000	7	Jan. & July.	"	1900	....
2d M., conv. (.....)	300,000	7	"	"	....	....	Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	....	Special Mortgage.....	1,025,000	7	"	"	....	....
Marietta and Cincinnati:							Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"	1915	....
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....	Nashua and Lowell:						
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	....	Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	....
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	....	Nashville, Chattanooga & St. Louis:						
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	"	1890	....	1st Mort., endorsed by Tenn....	898,000	6	Jan. & July.	New York.	'81-'86	....
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....	2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	'81-'91	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1895	....	New Mortgage for \$5,800,000...	4,902,000	7	Jan. & July.	"	1913	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....	1st M. (Mc V. & M. & W. & A. R. R.)	320,000	6	"	"	1918	....
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	"	1900	....	1st Mort. (Tenn. & Pacific R.R.)	300,000	6	"	"	1918	....
Marquette, Houghton & Ontonagon:							1st Mort. (Jasper Br. Extension)	90,000	8	"	"	1908	....
1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	Boston.	1892	....	Nashville and Decatur (L. & Nash.):						
1st Mortgage.....	2,482,200	6	March & Sept.	"	1908	....	1st Mortgage anking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
Massachusetts Central:							2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890	....	Natchez, Jackson and Columbus:						
Massachusetts Central:							1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	....
1st Mortgage for \$3,500,000....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....	Nevada Central:						
Memphis and Charleston:							1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	....
1st Mortgage, extended.....	1,254,000	7	Jan. & July.	New York.	1915	....	Newark, Somerset & Straitsville:						
2d Mortgage.....	1,000,000	7	"	"	1885	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
1st Mortgage (Tennessee Div.)...	1,400,000	7	"	"	1916	....	Vewburg, Dutchess and Conn.: Income Bonds.....	1,164,500	....	"	"	....	....
Consolidated Mortgage.....	551,000	7	"	"	1916	....	Newburg and New York:						
Memphis and Little Rock:							1st Mortgage.....	250,000	7	"	New York.	....	....
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83	....	1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....
General Mortgage, Land Grant.	2,600,000	4	January.	"	1907	....	New Haven and Northampton:						
Metropolitan Elevated:							1st Mortgage.....	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mortgage.....	8,100,000	6	Jan. & July.	New York.	1908	....	Convertible bonds, tax free....	100,000	6	April & Oct.	"	1882	....
2d Mort. guar. by Manhattan E.	6,000,000	6	May & Nov.	"	1899	Holyoke and Westfield bonds...	260,000	6-7	"	"	'91-'98
Mexican Central:													

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for £200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for B. & N. F. stk (")	74,500	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. R. Stocks (")	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,884,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	162,000	6	"	"	1883	....	Old Colony:						
Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F. ..	1,423,200	7	"	"	1886	....	Plain Bonds	32,000	6	"	"	1884	....
1st Mort., coup. for \$30,000,000	18,728,000	7	Jan. & July.	"	1903	....	Plain Bonds	1,692,000	6	"	"	1894	....
1st Mort., reg'd	9,733,333	6*	"	"	1903	....	Plain Bonds	390,500	7	Various	"	1881	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	1903	....	Plain Bonds	500,000	6	June & Dec.	"	1895	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar	1,084,000	8	June & Dec.	Boston.	1896	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1891.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	800,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage	4,852,000	6	"	"	1883	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	6*	April & Oct.	"	1920	....	1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	1900-95	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar ..	338,800	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage ..	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol Mortgage, gold	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol. M. Fund. Coup. Bds	3,699,226	6*	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income	1,141,000	7	April.	"	1897	....
New 2d do. funded coupons	8,597,400	6*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	608,908	6*	"	"	1917	....	1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	839,200	7	"	"	....	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000 ..	6,992,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (£1,000,000)	3,960,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subdly. gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):						
New York, Pennsylvania & Ohio:							1st Mortgage, guar	500,000	7	"	"	....	....
Prior Lien Bonds, gold, 1880 ..	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880 ..	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage	19,999,700	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered ..	1,000,000	6	Apr'l & Oct.	"	1905	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1893 ..	22,361,540	6	M. J. S. & D.	"	1909	....
Leased Lines Rental Trust, 1872	3,555,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879 ..	5,000,000	6	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	"	1903	....	State lien for \$7,500,000, stg. fd.	4,091,675	6*	April & Oct.	Philadelphia.	1910-20	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	....	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R.R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Norfolk & Petersb.—See Atl. M. & O.							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.O.	1888	....	1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed	1,500,000	7	"	"	1906	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. & P.):						
North Pennsylvania:							1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1888	....	Peoria Decatur and Evansville:						
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	858,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Kavanaugh Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum.	750,000	6	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage	286,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Rdg.):						
Northern Central (Mich.):							1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage	1,525,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar ..	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882:	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon	1,400,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments) ..	500,000	8	Jan. & July.	New York.	1908-09	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	1902	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:						
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	5	"	Baltimore.	1923	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1923	....	2d Mortgage	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....	1st Mort. (Schenectady & Erie)...	976,000	7	April & Oct.	Philadelphia.	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1921	....
Northern Pacific:							2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1883	....
1st Mort., l. g., Mo. Div.	2,383,895	6	"	"	1919	....	General Mort. for \$20,000,000..	8,880,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort., l. g., gold, 1880...	29,000,000	6*	Jan. & July.	"	1921	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:	\$						Warren (D. L. & W.):	\$					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	760,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Pt. Lookout (B. & O.):						
Syracuse, Bing. & N. Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (")	338,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	261,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (")	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. (")	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (")	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1898	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1893	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynch & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	1873-'90	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1905	....	1st Mortgage.....	284,000	7	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,019,000	6	June & Dec.	"	1906	....	Western of Alabama:						
Income and Land Grant.....	1,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold. (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1930	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,188,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	1876-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. (")	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1895	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	660,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	620,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,842,000	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	1906-'09	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,290,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	1906-'09	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.	1,211,000	8	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,632,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific)...	527,000	7	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1888	....
2d Mortgage (Gov. subd.).....	1,600,000	6	"	U.S. Treasury.	1906-78	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	128,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Companies)	5,689,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan £369,200 (U. Co's)	1,840,000	6	"	London.	1894	....	1st Mortgage.....	1,800,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan £360,000 (")	1,800,000	6	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Loan of 1888 (United Companies)	1,400,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Loan of 1905 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold Bonds.....	749,000	7	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (")	856,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	8,168,000	7	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	5	Feb. and Aug.	"	1895	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,888,000	7	Jan. & July.	New York.	1905	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien)...	1,099,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriamtown)	500,000	7	"	"	....	....	1st Mort. 1st series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Theresa)	200,000	7	"	"	....	....	reg. 3d series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,836,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	6,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	711,000	6	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	6,381,840	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold...	4,653,000	6	June & Dec.	"	1897	....
Convertible bonds.....	160,000	7	"	"	1885	....	Consolidated Mortgage.....	2,464,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	708,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and Banking):						
2d series (blue).....	850,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.)...	1,180,000	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000...	8,000,000	6	June & Dec.	New York.	1920	....	Gen'l Mort., guar. by Pa. R. R.	3,000,000					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As at risk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in *italics*. State-aid Railroads are distinguished by a *.

Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.			
	Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Engines.	Pass.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	p.c.
Sept. 30, 1879.	60.0			2.9-4-8.5	3	14	55	Adirondack	2,619,412	102,280		4,283,000	6,000,000	1,791,784		547.1	3,070,346	48,004	23,802	22,970	75,582	16,081	100			
Dec. 31, 1879.	60.0			10.0-0-0	25	14	55	Alabama and Gr. Southern	10,363,000			4,283,000	6,000,000	1,791,784		547.1	3,070,346	48,004	23,802	22,970	75,582	16,081	100			
Sept. 30, 1879.	60.0			2.9-4-8.5	31	24	132,200	Albany and Susq.	9,745,557			3,500,000	6,045,000	3,730,461		177.2	877,647	290,615	289,615	1,713,253	855,268	7	100			
Oct. 31, 1879.	60.0			10.0-0-0	76	37	81,230	Allegheny Valley	21,063,550	5,413,902		3,500,000	6,045,000	3,730,461		177.2	877,647	290,615	289,615	1,713,253	855,268	7	100			
June 30, 1879.	60.0			6.2-4-9	76	37	81,230	Allegheny Valley	21,063,550	5,413,902		3,500,000	6,045,000	3,730,461		177.2	877,647	290,615	289,615	1,713,253	855,268	7	100			
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
June 30, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific	3,168,633			32,247	1,000,000	1,000,000	1,000,000		99.4	3,730,461	1,000,000	1,000,000	1,000,000	1,000,000	0	100		
Dec. 31, 1879.	60.0			10.0-0-0	121	64	272,869	Adriatic and Pacific																		

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.						
	Main Line.	Branch Line.	2 ^d Track and Sidings.	Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.		Freight.	Gross.	Net.	Dividends.	Market Par.	
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	L. S. & Mich. S. N. Y. P. O. Mech. Ind. & Ill.	740,470	14,776,609	4,807,829	2,477,153	60,000,000	37,439,000	2,448,581	9,078,622	1,176,812	316,573	2,922,121	4,541,294	18,271,429	6,336,908	94	100
Nov. 30, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
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Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
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Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
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Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
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Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	100
Dec. 31, 1870	10,484,484	1,000	7	4-8	108	124	116	1633	Lehigh Valley	22,961,189	4,496,860	1,936,142	34,124	4,000,000	82,747	34,940	386,601	108	12,575	13,176	7,670,023	6,400,264	6,438,382	80	10

Sept. 30, 1879	—	4.0	4-8.5	10	6	3	81 Petersburg	Va. & N. C.	1,050,700.
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Stevens' Patent Railroad Car Brake.

In the United States Circuit Court, Baltimore, on the 17th inst., Judge Morris overruled the exceptions by defendant in the case of Asabel Emigh vs. the Baltimore and Ohio Railroad Company to the reports of R. Lyon Rogers, master in chancery, in favor of complainant, and award of a large sum for the use of Stevens patent railroad car-brake. The Judge signed a decree in favor of complainants at the rate of \$25 per car per year, amounting in the aggregate to \$87,775. The suit by Emigh against the company for the use of the Stevens patent of a car-brake extending over a number of years was brought several years ago. It was referred to Commissioner Rogers as master to take testimony and state an account showing how much was due. The company excepted to the amount found by the master, which exceptions, as stated above, have been overruled by the court.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 12, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	168,253	1,846,206	1,714,179
Schenck Canal....			38,041
Lehigh Valley.....	144,887	1,420,724	1,079,455
Del., Lack. & Western.	96,839	783,651	567,310
Shamokin Valley....	18,339	180,781	148,404
Central New Jersey.	83,356	723,814	552,807
United R. R. of New Jersey.....	88,834	299,601	185,211
Pennsylvania Coal ..	21,623	199,408	125,137
Delaware and Hudson	92,969	687,225	612,049
Huntingdon & Broad Top Mt.....	9,867	85,169	85,047
Penn. and New York.	29,095	837,908	811,989
Clearfield, Pa.....	46,418	362,747	323,308

The total tonnage of anthracite coal from all the regions for the week ending March 12, as reported by the several carrying companies, amounted to 572,900 tons, against 348,824 tons in the corresponding week last year, an increase of 224,076 tons. The total amount of anthracite mined for the year is 4,877,546 tons, against 3,713,075 tons for the same period last year, an increase of 1,164,471 tons. The quantity of bituminous coal sent to market for the week amounted to 96,587 tons, against 15,846 tons in corresponding week last year, an increase of 80,691 tons. The total amount of bituminous mined for the year is 770,140 tons, against 676,561 tons for the corresponding period last year an increase of 93,579 tons. The total tonnage of all kinds of coal for the week is 669,487 tons, against 364,670 tons in corresponding week last year, an increase of 304,767 tons, and the total tonnage for the coal year is 5,647,686 tons, against 4,389,636 tons to same date last year, an increase of 1,258,050 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending March 5th was 176,146 tons, of which 126,094 tons were coal and 50,052 tons coke. The total tonnage for the year thus far has been 1,490,704 tons, of which 1,079,764 were coal and 410,940 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 12 were 35,188 tons, and for the year 272,905 tons—a decrease of 71,484 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 31,472 tons, year, 240,671 tons; decrease as compared with 1880, 60,901 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania

Railroad—week, 3715 tons; year, 32,234 tons; decrease as compared with 1880, 7,908 tons.—[Phila. Ledger, March 21.]

Railroads in Russia.

The Pall Mall (Eng.) Gazette says that the Russian Government, after five years' cessation from railway building is once more turning its attention in that direction, and then adds:

There are now 40 railway companies in Russia working 23,000 kilometres of metal road, but only six of them pay dividends, of from 6 to 21 per cent. All the rest are kept going at the cost of the State. After having tried the plan of allowing private companies to make railways, the Government has abandoned it in disgust, and the new Russian lines will be constructed by the State. For the Polish line from Dombrova to Ivangorod the old system of construction by concessions granted to companies will be maintained. The lines between Ekaterinburg and Tumen and that of Ekaterinoslay, which will unite the Dnieper and the southern coal-fields, will be constructed by engineers nominated by the Minister of Public Works and representatives of the Treasury. Funds are to be raised by foreign loans.

Sault Ste. Marie Canal.

The new lock and canal at Sault Ste. Marie will be ready for use about July 1, 1881, with a depth of water at the present stage of sixteen feet. The river has been dredged to sixteen feet for forty miles southward from its head. Now that the final appropriation—\$150,000—for the completion of these improvements has been made by Congress, our shipping will have the use of the increased depth of water—sixteen feet—throughout the entire channel between Lake Superior and Lake Huron, in 1881, excepting at two points—Lake George and the East Neeshish rapids. The work in Lake George is under contract for completion in 1882. The improvement of the channel at the East Neeshish rapids has been in the hands of the Government of the Dominion of Canada.—[London (Ont.) Free Press.]

Judge Drummond, in Chicago, has entered an order directing the receiver of the Chicago, Peoria and Southwestern Railroad Company to pay A. Lawrence Hopkins, Receiver of the Toledo, Peoria and Warsaw Railway, the sum of \$9,193 73 for rent of that portion of the Toledo, Peoria and Warsaw Railway lying between Eureka and Washington, in Illinois. The receiver was also ordered to pay Fowler & Sellers \$1,240 in full of their claim. Judge Drummond also directed the receiver of the Chicago and Iowa road to pay John H. Wrenn and William B. Wrenn \$17,646 81, which is the full amount of their claim against the corporation. The receiver was also directed to pay a claim of the Bank of Montreal amounting to \$4,352 85.

The Delaware River Railroad running between Woodbury, N. J., and Pennsgrove, is about to be extended from the latter terminus to a point three miles further down the Delaware river, known as Deep Water Point. This is being done with a view of establishing a ferry from that point to Wilmington, Del. The new company has also made contracts for a large number of railroad ties, with which to repair the road between Woodbury and Pennsgrove. The cost of the extension, the new wharves and slips, one or two new ferry boats and the repairs to the present road, will reach \$100,000.

The Delaware and Raritan Canal was opened for navigation on the 21st inst.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 22.

	W. 18.	Th. 17.	F. 18.	Sa. 19.	M. 21.	Tu. 22.
Allegheny Val. 75-100.....	40	40	41	41	42	44
7a, Income.....	40	40	41	41	42	44
Camden & Am. 6a, 1885.....	114	114	114	114	114	114
6a, 1889.....	114	114	114	114	114	114
Mort. 6a, 1889.....	114	114	114	114	114	114
Camden and Atlantic.....	27	27	28	28	28	28
Preferred.....	27	27	28	28	28	28
1st mortgage.....	27	27	28	28	28	28
2d mortgage.....	27	27	28	28	28	28
Jatawiss.....	17	17	17	17	17	17
Preferred.....	52	52	52	52	52	52
7a, new.....	52	52	52	52	52	52
Del. & Bound Brook.....	15	15	15	15	15	15
7a.....	15	15	15	15	15	15
Simira & Williamsport.....	9	9	9	9	9	9
Preferred.....	9	9	9	9	9	9
Ant. & B. Top Mt.....	9	9	9	9	9	9
Preferred.....	15	15	15	15	15	15
2d mortgage.....	46	46	46	46	46	46
Lehigh Navigation.....	46	46	46	46	46	46
6a, 1884.....	107	107	107	107	107	107
Gold Loan.....	112	112	112	112	112	112
Railroad Loan.....	112	112	112	112	112	112
Conv. Gold Loan.....	112	112	112	112	112	112
Consol. Mort. 7a.....	117	117	117	117	117	117
Lehigh Valley.....	62	62	62	61	61	60
1st mort. 6a, coupon.....	135	135	135	135	135	135
1st mort. 6a, reg.....	118	118	118	118	118	118
2d mort. 7a.....	118	118	118	118	118	118
Consol. mort. 6a.....	118	118	118	118	118	118
Consol. mort. 6a, reg.....	118	118	118	118	118	118
Little Schuylkill.....	58	58	58	58	58	58
Minchill & Boh. Haven 58	58	58	58	58	58	58
North Pennsylvania.....	59	59	59	59	59	58
1st mortgage 6a.....	107	107	107	107	107	107
2d mortgage 7a.....	107	107	107	107	107	107
Gen'l mort. 7a, coup.....	107	107	107	107	107	107
Gen'l mort. 7a, reg.....	107	107	107	107	107	107
Northern Central.....	48	48	49	49	49	49
6a.....	99	99	99	99	99	99
Northern Pacific.....	49	49	49	49	49	49
Preferred.....	73	73	73	73	73	73
Pennsylvania R. R.....	66	66	66	66	66	66
1st mortgage.....	66	66	66	66	66	66
Gen'l mortgage.....	66	66	66	66	66	66
Gen'l mort. reg.....	127	127	127	127	127	127
Consol. mort. 6a.....	119	119	119	119	119	119
Consol. mort. 6a, reg.....	119	119	119	119	119	119
Penn. States 2d series.....	104	104	104	104	104	104
do. 3d series.....	104	104	104	104	104	104
do. 5a, new.....	117	117	117	117	117	117
do. 4a.....	32	32	32	32	30	30
Phila. and Reading.....	32	32	32	32	30	30
1st Mortgage 6a.....	124	124	124	124	124	124
7a, of 1893.....	124	124	124	124	124	124
7a, new convertible.....	124	124	124	124	124	124
Consol. mortgage 7a.....	124	124	124	124	124	124
Consol. mortgage reg.....	124	124	124	124	124	124
Gen'l mortgage 6a.....	88	88	88	88	88	88
Philadelphia and Erie.....	27	27	28	28	27	28
1st mortgage, 6a.....	117	117	117	117	117	117
2d mortgage, 7a.....	117	117	117	117	117	117
Pittsb., Cin. & St. L. 7a.....	124	124	124	124	124	124
Pittsb., Titusv. & Puff. 20.....	19	19	19	19	19	19
7a.....	93	93	93	93	93	93
Schuylkill Navigation.....	5	5	5	5	5	5
Preferred.....	12	12	12	12	12	12
6a, 1872.....	103	103	103	103	103	103
6a, 1882.....	103	103	103	103	103	103
United Co. of N. Jersey.....	183	183	183	183	183	183
Hortonville, (Horse).....	19	19	19	19	19	19
Chestnut & Wal. (do).....	19	19	19	19	19	19
Greenand Coates (do).....	19	19	19	19	19	19

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 22.

	W. 18.	Th. 17.	F. 18.	Sa. 19.	M. 21.	Tu. 22.
Baltimore and Ohio.....	201	202	200	205	205	205
6a, 1880.....	202	202	200	205	205	205
6a, 1885.....	202	202	200	205	205	205
Central Ohio (\$50).....	113	113	113	113	113	113
1st mortgage.....	113	113	113	113	113	113
Marietta & Cincinnati.....	120	120	121	121	121	121
1st mortgage, 7a.....	88	88	89	89	89	89
2d mortgage, 7a.....	88	88	89	89	89	89
3d mortgage, 8a.....	44	44	45	45	45	45
Northern Central (\$50).....	48	48	48	48	48	48
2d mortgage, 6a 1885.....	117	117	117	117	117	117
3d mortgage, 6a, 1909.....	117	117	117	117	117	117
6a, 1900, Gold.....	125	125	125	125	125	125
6a, 1904, Gold.....	125	125	125	125	125	125
Orange and Alex. 1st.....	106	106	106	106	106	106
2d mortgage, 6a.....	106	106	106	106	106	106
3d mortgage, 8a.....	60	60	60	60	60	60
4th mortgage, 8a.....	101	101	101	101	101	101
O. Alex. & Manassas 7a.....	81	81	81	81	81	81
Pittsb. & Connellsv. 7a.....	81	81	81	81	81	81
Virginia 6a, Consol.....	94	94	94	94	94	94
Consol. Coupons.....	50	50	50	50	50	50
10-40 bonds.....	50	50	50	50	50	50
Deferred Certificates.....	13	13	13	13	13	13
Western Maryland.....	13	13	13	13	13	13
1st M., end. by Balt.....	109	109	109	109	109	109
2d M., do.....	109	109	109	109	109	109
3d M., do.....	109	109	109	109	109	109
1st M., unendorsed.....	113	113	113	113	113	113
2d M., end. Wash. Co.....	109	109	109	109	109	109
3d M., preferred.....	109	109	109	109	109	109
City Passenger R. R.....	35	35	35	35	35	35

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 23.

	Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.
Adams Express.....	122 1/2
Albany and Susq.....	122 1/2
1st mortgage.....	122 1/2
2d mortgage.....	122 1/2
American Express.....	71 7/8
Atlantic & Pacific Tel.....	46 1/2
Burl. O. R. & Nor.....	74 7/8
1st mortgage 5s.....	99 1/2
Canada Southern.....	81 1/2
1st mortgage guar.....	99 1/2
Central of N. Jersey.....	100 1/2
1st mortgage 1890.....	100 1/2
7s, consolidated, ass.....	117 1/2
7s, convertible, ass.....	117 1/2
7s, Income.....	101 1/2
Adjustment.....	110 1/2
Central Pacific.....	86 1/2
6s, gold.....	113 1/2
1st M. (San Joaquin).....	113 1/2
1st M. (Cal. and Or.).....	113 1/2
Land grant 6s.....	113 1/2
Chesapeake and Ohio.....	23 1/2
Chicago and Alton.....	138 1/2
Preferred.....	140 1/2
1st mortgage.....	122 1/2
Sinking Fund.....	122 1/2
Ind. & Quincy.....	105 1/2
7s, Consol. 1903.....	122 1/2
Ohio, Mil. and St. Paul.....	112 1/2
Preferred.....	120 1/2
1st mortgage, 8s.....	122 1/2
2d mortgage, 7 1/2-10s.....	122 1/2
7s, gold.....	122 1/2
1st M. (La Crosse div.).....	121 1/2
1st M. (I. and M. div.).....	122 1/2
1st M. (I. and D. div.).....	122 1/2
1st M. (H. & D. div.).....	121 1/2
Consolidated B. F.....	121 1/2
Ohio & Northwestern.....	122 1/2
Preferred.....	134 1/2
1st mortgage.....	110 1/2
Sinking Fund 6s.....	110 1/2
Consolidated 7s.....	130 1/2
Consol. Gold bonds.....	26 1/2
Do. reg.....	26 1/2
Ohio, Rock Isl. & Pac.....	134 1/2
6s, 1917, c.....	122 1/2
Clev., Col., C. and Ind.....	80 1/2
1st mortgage.....	132 1/2
Clev. & Pittsburg guar.....	132 1/2
7s, Consolidated.....	111 1/2
4th mortgage.....	111 1/2
Col., Ohi., & Ind. Cent.....	25 1/2
1st mortgage.....	111 1/2
2d mortgage.....	111 1/2
Del. & Hudson Canal.....	111 1/2
Reg. 7s, 1891.....	107 1/2
Reg. 7s, 1894.....	107 1/2
Del., Lack. & Western.....	126 1/2
1st mortgage 7s.....	126 1/2
7s, Consol. 1907.....	126 1/2
Erie Railroad.....	123 1/2
1st mortgage.....	108 1/2
2d mort. 6s, ext.....	108 1/2
2d mortgage.....	109 1/2
4th mort. 6s, ext.....	109 1/2
5th mortgage.....	127 1/2
7s, Consol. gold.....	127 1/2
Great Western 1st mort.....	110 1/2
2d mortgage.....	110 1/2
Humboldt & St. Joseph.....	56 1/2
Preferred.....	103 1/2
8s, Convertible.....	103 1/2
Houston & Tex. Cent.....	66 1/2
1st Mortgage.....	109 1/2
Illinois Central.....	137 1/2
1st Mortgage.....	126 1/2
Lake Shore & Mich. So.....	127 1/2
Consol. 7s.....	127 1/2
Consol. 7s, reg.....	127 1/2
2d Consolidated.....	127 1/2
Leh. & W. B. 7s, Con.....	119 1/2
Long Dock bonds.....	119 1/2
Louisville & Nashville.....	92 1/2
7s Consolidated.....	121 1/2
Manhattan.....	39 1/2
Metropolitan Elevated.....	120 1/2
1st Mortgage.....	105 1/2
Michigan Central.....	111 1/2
7s, 1902.....	126 1/2
M. & N. I. 1st, S. F.....	121 1/2
Morris and Essex.....	121 1/2
1st mortgage.....	135 1/2
2d mortgage.....	120 1/2
7s of 1871.....	120 1/2
7s, Convertible.....	124 1/2
7s, Consolidated.....	124 1/2
N. Y. Cent. & Hud. Riv.....	144 1/2
6s, Sinking fund, 1883.....	108 1/2
6s, Sinking fund, 1887.....	108 1/2
1st mortgage.....	127 1/2
1st mortgage, reg.....	127 1/2
N. Y. Elevated.....	127 1/2
1st mortgage.....	119 1/2
N. York and Harlem.....	119 1/2
Preferred.....	132 1/2
1st mortgage.....	132 1/2
1st mortgage, reg.....	132 1/2

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 23.

	Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.
N. Y., Lake Erie & W.....	47 1/2
Preferred.....	87 1/2
2d Consolidated.....	90 1/2
New 2d 5s fund.....	90 1/2
N. Y., N. Haven & Hart.....	177 1/2
North Missouri 1st M.....	47 1/2
Northern Pacific.....	47 1/2
Preferred.....	73 1/2
Ohio and Mississippi.....	44 1/2
Preferred.....	107 1/2
2d mortgage.....	107 1/2
Consolidated 7s.....	107 1/2
Consol. Sinking fund 11s.....	107 1/2
Pacific Mail S. S. Co.....	57 1/2
Pacific R. R. of Mo.....	58 1/2
1st mortgage.....	58 1/2
2d mortgage.....	58 1/2
Panama.....	61 1/2
Philadelphia & Reading.....	64 1/2
Pitts. Ft. W. & Chi. gtd.....	134 1/2
1st mortgage.....	130 1/2
2d mortgage.....	130 1/2
Pullman Palace Car.....	151 1/2
Quicksilver Mining Co.....	60 1/2
Preferred.....	61 1/2
St. Louis & San Fran.....	42 1/2
Preferred.....	64 1/2
1st Preferred.....	94 1/2
St. L., Alton and T. H. 42.....	46 1/2
Preferred.....	130 1/2
1st mortgage.....	130 1/2
2d mort. preferred.....	109 1/2
Income bonds.....	105 1/2
St. L., Iron Mt. & S. As. 65.....	65 1/2
1st mortgage.....	111 1/2
2d mortgage.....	111 1/2
Tol., P. & W. 1st E. D.....	111 1/2
1st mort., West. Div.....	119 1/2
Union Pacific.....	119 1/2
1st mortgage.....	113 1/2
Land Grant 7s.....	120 1/2
Sinking Fund 8s.....	120 1/2
United States Express.....	58 1/2
Wabash.....	111 1/2
1st mortgage.....	111 1/2
2d mortgage.....	110 1/2
7s, Consolidated.....	109 1/2
St. Louis Division.....	109 1/2
Wabash, St. L. & Pac. 46.....	46 1/2
Preferred.....	89 1/2
New Mort. 7s.....	109 1/2
Wells-Fargo Express.....	118 1/2
Western Pacific bonds.....	114 1/2
Western Union Tel.....	114 1/2
7s, S. F. conv., 1900.....	122 1/2

Boston Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.
Atch., Top. and Sab. Fe. 139.....	139 1/2
1st mortgage.....	119 1/2
2d mortgage.....	119 1/2
Land Grant 7s.....	119 1/2
Boston and Albany.....	168 1/2
7s, reg.....	104 1/2
Boston and Lowell.....	150 1/2
Boston and Maine.....	150 1/2
Boston and Providence.....	150 1/2
Boston, Hart. & Erie 7s.....	60 1/2
Burl. & Mo. R. in Neb.....	102 1/2
6s, exempt.....	102 1/2
4s.....	104 1/2
Chi., Burl. and Quincy.....	104 1/2
7s.....	28 1/2
Chi., Sand. & Clev. (50).....	28 1/2
Concord (50).....	28 1/2
Connecticut River.....	104 1/2
Eastern.....	145 1/2
New 4s Bonds.....	104 1/2
Fitchburg.....	145 1/2
Kan. C., Top. & West.....	110 1/2
Michigan Central.....	57 1/2
N. Y. & New England.....	59 1/2
7s.....	48 1/2
Northern, N. H.....	48 1/2
Norwich & Worcester.....	48 1/2
Ogden & Lake Cham.....	44 1/2
Preferred.....	129 1/2
Old Colony.....	77 1/2
Ph., Wil. & Balt. (50).....	115 1/2
Portl'd, Saco & Ports.....	117 1/2
Pueblo & Ark. Val.....	139 1/2
7s.....	139 1/2
Pullman Palace Car.....	139 1/2
Union Pacific.....	119 1/2
7s.....	119 1/2
Land Grant 7s.....	120 1/2
Sinking Fund 8s.....	119 1/2
Vermont and Canada.....	125 1/2
Worcester and Nashua.....	125 1/2
Cambridge (Horse).....	72 1/2
Metropolitan (").....	72 1/2
Middlesex (").....	25 1/2
Quincy.....	25 1/2

New York Stock Exchange.

Closing Prices for the week ending Mar. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

	Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.
U. S. 4s, 1907, reg.....	112 1/2
U. S. 4s, 1907, coup.....	113 1/2
U. S. 4s, 1891, reg.....	111 1/2
U. S. 4s, 1891, coup.....	111 1/2
U. S. 5s, 1891, reg.....	101 1/2
U. S. 5s, 1891, coup.....	101 1/2
U. S. 6s, 1891, reg.....	101 1/2
U. S. 6s, 1891, coup.....	101 1/2
U. S. 6s, 1880, reg.....	102 1/2
U. S. 6s, 1880, coup.....	102 1/2
U. S. 6s, 1880, reg.....	102 1/2
U. S. 6s, 1880, coup.....	102 1/2

London Stock Exchange.

Closing Prices.

	Feb. 25.	Mar. 4.
Baltimore and Ohio (sterling).....	116 1/2	113 1/2
Central of New Jersey \$100 shares.....	110 1/2	112 1/2
Do. Cons. Mort. Oct. '79 coupon.....	118 1/2	118 1/2
Do. Adjustment bonds.....	115 1/2	115 1/2
Do. Income bonds.....	108 1/2	106 1/2
Det. Gd. Haven & Mil. Equip. bds.....	117 1/2	117 1/2
Do. Con. M. 6 p. c. till '84 after 6 p. c. 111.....	113 1/2	113 1/2
Illinois Central \$100 shares.....	138 1/2	138 1/2
Lehigh Valley Consol. mortgage.....	116 1/2	116 1/2
N. Y. Cent. & Hud. Riv. Mt. bonds.....	138 1/2	138 1/2
Do. \$100 shares.....	152 1/2	152 1/2
Do. Mort. bonds (reg.).....	120 1/2	120 1/2
N. Y., Lake Erie & West., \$100 abs.....	50 1/2	51 1/2
Do. 6 p. c. pref. \$100 shares.....	90 1/2	92 1/2
Do. 1st Con. Mort. Bonds (Erie).....	129 1/2	129 1/2
Mort. Funded Coupon bonds.....	123 1/2	123 1/2
Do. do. 2d do.....	103 1/2	103 1/2
Do. 2d Consol. Mort. bonds.....	99 1/2	99 1/2
Do. Geld Income Bonds.....	90 1/2	90 1/2
N. Y., Penn. & Ohio 1st mor. bds.....	65 1/2	65 1/2
Do. Prior Lien Bonds (sterling).....	111 1/2	111 1/2
Pennsylvania, \$50 shares.....	66 1/2	67 1/2
Do. Con. Sinking Fund Mort.....	120 1/2	120 1/2
Philadelphia & Reading \$50 shares.....	114 1/2	114 1/2
General Consol. Mortgage.....	103 1/2	103 1/2
Do. Improvement Mortgage.....	103 1/2	103 1/2
Do. Gen. Mort. '74, ex-deferd. con. 50.....	95 1/2	95 1/2
Do. Scrip for the 6 d. l. coupons.....	95 1/2	95 1/2
Pittsbg. Ft. W. & Chic. Equip. bds.....	108 1/2	108 1/2
St. Louis Bridge 1st pref. gold bonds.....	124 1/2	124 1/2
Do. 1st pref. stock.....	84 1/2	84 1/2
Union Pacific Land Grant 1st mort.....	116 1/2	116 1/2

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 24, 1881.

The money market has been easy during the day at 4@6 per cent, 5 per cent being the ruling rate for call loans, closing at 3@4 per cent. Time loans were 5@6 per cent. Prime mercantile paper, 5 1/2@6 per cent.

The market for foreign exchange was quiet and steady. The posted rates for prime bankers' sterling were 4.80 1/2 and 4.83. The actual rates, 4.79 1/2@4.80 and 4.82@4 1/2. Cables, 4.82 1/2@4.83. Prime commercial bills, 4.78 1/2@4 1/2.

The Governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Louisville, New Albany and Chicago Railroad Company—First mortgage bonds, \$3,000,000, principal due July 1, 1910; interest 6 per cent per annum, payable January 1 and July 1 in each year; principal and interest payable at the National Bank of Commerce in New York.

Central Branch Union Pacific Railroad Company—Atchison and Pike's Peak Railroad Company first mortgage bonds, \$1,600,000; dated May 1, 1865, payable May 1, 1895; interest 6 per cent payable May and November 1. Funded coupon bonds, \$688,000; dated April 1, 1879, payable May 1, 1895; interest 7 per cent payable May and November 1. These bonds are secured by a pledge with the trustees of the unpaid coupons up to and including that maturing November 1, 1878, from the first mortgage bonds above enumerated. These two classes of bonds constitute a first mortgage on the company's road of

\$22,888 per mile. Atchison, Colorado and Pacific first mortgage bonds, now issued \$3,672,000; dated December 24, 1879, payable May 1, 1905; interest 6 per cent payable February, May, August and November 1. Atchison, Jewell County and Western first mortgage bonds, now issued, \$542,000; dated December 1, 1879, payable May 1, 1905; interest 6 per cent payable February, May, August and November 1. Both of these last named mortgages are guaranteed by indorsement of the Central Branch Union Pacific Railroad Company, and provide for a further issue of bonds of the same tenor and date at the rate of \$16,000 per mile upon any further extensions that may be built.

The closing quotations on Thursday were: Adams Express, 127@130; American Express, 70@71½; American District Telegraph, 64@65; Atlantic and Pacific Telegraph, 46@47½; Chicago, Burlington and Quincy, 161½@162; Canada Southern, 78@78½; Chicago and Northwestern, 120½@120¾; do. pref., 130@132; Chicago and Alton, 136@136½; Chicago, Milwaukee and St. Paul, 108½@109; do. pref., 121¼@123½; Chicago, Rock Island and Pacific, 131@132½; Columbus, Chicago and Indiana Central, 23¾@24¼; Delaware and Hudson Canal, 107½@108; Delaware, Lackawanna and Western, 118½@118¾; Hannibal and St. Joseph, 53¾@54; do. pref., 109@100¼; Illinois Central, 132½@132¾; Lake Erie and Western, 50¼@51; Lake Shore and Michigan Southern, 125¾@126; Metropolitan Elevated, 114¼@115; Manhattan Elevated, 88¾@88½; Michigan Central, 109¾@109½; New York Elevated, 122½@124; New York, Lake Erie and Western, 45¾@45½; do. pref., 85@—; New York, Ontario and Western, 84¼@84¾; New York Central and Hudson River, 142½@142¾; Ohio and Mississippi, 42¾@43; Panama, 212@228; Pacific Mail, 54¼@54½; St. Louis, Iron Mountain and Southern, 63@63½; St. Louis, Alton and Terre Haute, 40@41½; do. pref., 122@126; Texas and Pacific, 53@53½; Union Pacific, 116@116½; United States Express, 56@58; Wells Fargo Express, 117@118; Western Union Telegraph, 113@—; do. ex. div., 78½@78¾; Wabash, St. Louis and Pacific, 44¾@44½; do. pref., 85¾@86.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, 132; Albany and Susq. 1st consol., 114; Boston, Hartford and Erie 1st, 60¼; Chicago, St. Louis and New Orleans, 69¾; Chesapeake and Ohio 1st pref., 84½; do. 2d pref., 26; do. cur. int., 52½; do. 1st, Series B, 82½; Chicago, St. Paul, Minneapolis and Omaha, 41½; do. pref., 99; do. consol., 104; Cedar Falls and Minnesota, 23½; Cincinnati, Sandusky and Cleveland, 56; Col., Chi. and Ind. Cent. Inc., 69; do. 1st Trust Co. certif. ass. sup., 109½; Chicago, Milwaukee and St. Paul 1st Southern Minn. div., 106¾; do. Chicago and Pacific div., 109½; Central Iowa 1st, 110; Cairo and Fulton 1st, 110; Denver and Rio Grande, 101½; do. 1st, 116; do. consol., 113½; Danbury and Norwalk, 71½; Dubuque and Sioux City, 79; Denver, South Park and Pacific 1st, 107¾; East Tenn., Va. and Ga. 1st, 117; Flint and Pere Marquette pref., 89½; Galveston,

Houston and Henderson 1st, 75; Hudson River 2d S. F., 110½; Houston and Texas Central 2d, M. L., 127; do. 1st inc. and ind., 100; International and St. Northern, 68½; do. 1st, 109½; do. 2d Inc., 95; Ind., Bloom. and Western, 78; do. Inc., 78; do. 1st pref., 119; Kansas Pacific 1st consol., 105½; do. Inc. No. 16, 105; do. 6s, Denver Div. ass., 108; do. 6s, J. & D., 1896, 108; Keokuk and Des Moines, 19; do. pref., 43; do. 1st, 104½; Louisville and Nashville Gen'l mort., 6s, 104½; do. N. O. & M. 1st, 102; Laf., Bloom. and Muncie 1st, 108; Lake Erie and Western, 51; Louisville, New Albany and Chicago, 72; Louisiana and Missouri River, 27¾; Lehigh and Wilkesbarre consol. ass., 109; Minneapolis and St. Louis 1st, Iowa ext., 109; Mobile and Ohio, 23; do. 1st debent., 85; do. 2d debent., 52; do. 4th debent., 41½; do. new mort., 109½; Missouri, Kansas and Texas, 43½; do. consol. ass., 106¾; do. 2d, 88; Milwaukee, Lake Shore and Western, 43½; Manhattan Beach, 36¾; Marietta and Cincinnati 1st pref., 11½; do. 2d pref., 7¼; Michigan Central 8s, 110; Metropolitan Elevated 2d, 96½; Nashville, Chattanooga and St. Louis, 88; do. 1st, 118; New York, Ontario and Western, 84¾; New York, Pennsylvania and Ohio Inc., 65½; New Jersey Southern 6s, guar., 101; Northern Pacific bond certif., 102¼; Nashville and Decatur 1st, 116½; Ohio Central, 30¼; do. 1st, 104½; do. Inc., 60; do. Terminal Trust 6s, 101; Oregon Railway and Nav., 151; Ohio and Mississippi 1st, Springfield div., 115½; Peoria, Decatur and Evansville, 37½; do. Inc., 77; Rensselaer and Saratoga 1st, 135; St. Louis, Kansas City and Northern, Omaha div. 1st, 119; St. Louis and Iron Mt., 1st pref. inc., 92¾; do. 2d pref. inc., 84½; do. 1st Ark. Br., 111; St. Louis and San Francisco 2d, class A, 102½; do. B, 87; do. C, 86¾; Syracuse, Binghamton and New York 1st, 122; St. Paul and Duluth, 39¾; St. Paul, Minn. and Man., 92; do. 1st, 110¼; do. Dakota Ext., 106; Southern Pacific of California 1st, 104½; St. Paul and Sioux City 1st, 112; Toledo, Delphos and Burlington, 30; do. Inc., 48; do. 1st, 96½; Texas and Pacific, 53; do. income L. G., 82½; do. Rio Grande div. 1st, 97½; Wabash, St. Louis and Pacific Gen'l mort. 99; Winona and St. Peter 2d, 109; Alabama Class A, 72; Arkansas 7s, (L. R., P. B. and N. O.) 10½; do. 6s, Fund, 25; Georgia 6s, 111; Louisiana 7s, consol., 59¾; Missouri 6s, 1887, 110¼; do. 6s, H. & St. J. issue, 1887, 109; North Carolina 6s, new, A. & O., 21; South Carolina 6s, non-fund., 5; Tennessee 6s, new, 63; do. old, 62½; Virginia 6s, def., 15; Am. Dist. Tel., 63½; Sutro Tunnel, 1½; Colorado Coal and Iron, 48½; do. 6s, 96; Maryland Coal, 28; New Central Coal, 27¼; Central Mining, 4¾; Caribou, 2¾; Excelsior, 5½; Little Pittsburgh, 3½; Mariposa, 4; Standard, 25½.

Philadelphia.—Allegheny Valley Income scrip, 87½; Catawissa new pref., 51; Central Transp., 48; Elmira and Williamsport 6s, 116; Fairmont Pass. R. R. 6s, 107; Huntingdon and Broad Top Mt. 7s, consol., 89; Morris Canal, 65; Northern Pacific scrip, 72; Nesquehoning Valley, 58½; Pennsylvania and New York Canal 7s, 1906, 126; Pennsylvania Company 6s, 108¼; Philadelphia and Reading scrip, 70; do. consol. mort. gold 6s, 113½; do. inc. 7s, 80; Pennsylvania Canal 6s,

98½; Pittsburg 7s, Water Loan, 128; Railway Car Trust 5s, 101½; St. Paul and Duluth pref., 72; Texas and Pacific consol. mort. 6s, 102¾; do. 1st mort. 6s, 105½; do. 6s, Rio Grande div., 98; Union and Titusville 7s, 101¾; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¼@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 80¾@81; do. consol. mort. 7s, coup. 123@125; do. reg., 123½@124; do. mort. 6s, 117@—; do. 7s, 1893, 121½@122¼; United New Jersey R. R. and Canal, 180@184; Buffalo, Pittsburg and Western, 19¾@20; Pittsburg, Titusville and Buffalo 7s, 92@94¼; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 65½@65¾; do. gen'l mort., coupon 124¾@125; do. reg., 126¼@127¼; do. consol. mort. 6s, reg., 119¼@119¾; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6; do. pref., 12@18; do. 6s, 1882, 82¾@83¼; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 98@100; Lehigh Coal and Navigation, 45¾@46; do. 6s, 1884, 106¾@107; do. R. R. loan, 115@115½; do. Gold Loan, 112¾@113¼; do. consol. 7s, 117@—; Northern Pacific, 43½@43¾; do. pref., 68¾@69; North Pennsylvania, 58¾@59; do. 6s, 107@108; do. 7s, 120½@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 28¼@28½; do. 6s, 102¾@102¾; do. 7s, 117½@118; Minehill, 58@58½; Catawissa, 17@17¼; do. pref., 52@52¼; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 60½@61; do. 6s, coupon, 121@122; do. reg., 122¼@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 118@118¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 100@105; Hestonville, 12@—; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 89@90; People's, 18¼@19½; Continental, 106@108.

Baltimore.—Atlantic Coal, 1.15; Atlanta and Charlotte, 60; do. 1st, 105; do. inc., 84; Baltimore and Ohio 1st pref., 122; Baltimore City 5s, 1894, 119¼; do. 5s, 1900, 120¾; do. 6s, 1886, 118; Cincinnati 7.30s, J. & J., 130; Marietta and Cincinnati 1st Sterling, 116½; Maryland Defense 6s, 107; Northern Central 5s, 99; Parkersburg Branch, 8; Richmond and Danville, 88; do. 6s, 1890, 107½; South Side (Va.) 2d, 101; Virginia 10-40 coupons, 95; Virginia Black Scrip, 10½; Virginia Peelers, 32; Peeler coupons, 15½; Wilmington, Columbia and Augusta 6s, 107½. The latest quotations are: Atlanta and Charlotte, 58@61½; do. 1st, 105½@106; do. Income, 82@85; Baltimore and Ohio, 195@205; do. 1st pref., 121½@—; do. 6s, 1885, 110@—; Central Ohio —@49; do. 1st mort., 113½@114; Cincinnati and Baltimore 7s, 108@—; Marietta and Cincinnati 1st, 120¼@—; do. 1st, Sterling, —@122; do. 2d 88¼@89½; do. 8d, 45@45½; Northern Central, 48@49; do. 6s, 1900, —@121; do. 6s, gold, 1904, 108@—; Orange and Alex. 1st, 120@—; do. 4th, 59@62; Orange,

Alex. and Manassas 7s, 100@101; Pittsburg and Connellville 7s, 122½@—; Richmond and Danville, 87½@88¼; Virginia and Tennessee 6s, 2d 102½@103¼; Western Maryland, 13@14; do. 1st undorsed, —@118½; do. 2d guar., 117@118½; do. 2d pref., 109½@110; do. 2d Washington Co. guar., 113@114½; Wilmington, Columbia and Augusta, 6s, 107½@108; Maryland Defense 6s, 106½@107; Virginia Consols, 77¾@78; do. consol. coupons, 94@94½; Virginia 10-40 bonds, 48½@48¾; do. 10-40 coupons, —@94½; Baltimore City 6s, 1886, —@114; do. 6s, 1890, 118½@119½; do. 5s, 1894, —@119; do. 5s, 1916, 122¾@—; Norfolk Water 8s, 125@—; City Passenger R. R., 37¾@38½.

Boston.—Atlantic and Pacific blocks, 116½; Atchison, Colorado and Pacific 6s, 1905, 101½; Atchison, Topeka and Santa Fe 5s, 1920, 95½; do. 8s, inc. 105½; Boston Land, 10¼; Boston Water Power, 11; Boston, Clinton, Fitchburg and New Bedford, 46; Boston, Revere Beach and Lynn, 120; do. 6s, 1897, 114½; Burlington and Missouri River 6s in Nebraska, non exempt, 105½; Boston and Albany 6s, 1895, 118; do. 7s, 120; Chicago, Clinton, Dubuque and Minnesota 7s, 1884, 103¾; Chicago and West Michigan, 78; Cedar Rapids and Missouri River, 111; do. 7s, 117½; Central of Iowa, 30; Cheshire pref., 64¾; do. 6s, 1896, 108½; Connotton Valley, 26¾; do. 7s, 1910, 92½; Chicago, Burlington and Quincy 4s, 1919, 90½; Connecticut and Passumpsic Rivers pref., 85; do. 7s, 116¼; Chicago, Milwaukee and St. Paul 6s, Wisconsin Valley div., 104¾; do. Dubuque div., 107¼; Detroit, Lansing and Northern pref., 109; do. 7s, 117¾; Eastern (N. H.) R. R., 85; Essex 6s, 1886, guar., 104½; Flint and Pere Marquette, 29¼; do. pref., 91; Fort Scott Branch 7s, 110; Iowa Falls and Sioux City, 62; Kalamazoo and South Haven 8s, 1889, guar., 112½; Kansas City, Fort Scott and Gulf, 82¾; do. pref., 120; do. 7s, 1908, 110¼; Kansas City, Lawrence and Southern 4s, 1909, 104¼; Louisiana and Missouri River, 23; Little Rock and Ft. Smith, 66¼; do. 7s, 113; Metropolitan 7s, 1884, 107; Middlesex 8s, 1885, 116½; Mexican Central Blocks, old, 117; Massachusetts Central 6s, 98½; Marquette, Houghton and Ontonagon, 80; do. pref., 69; do. 6s, 98; Michigan Central Equip. 8s, 1883, 103¾; New Mexico and Southern Pacific 7s, 116½; New York and New England 6s, 106½; Ogdensburg and Lake Champlain 1st 6s, 1897, 105; do. Inc., 62; do. 6s, consol., 95; Old Colony 6s, 1897, 118; Rutland, 5¼; do. pref., 29¾; do. 6s, 99; do. 5s, 79; Republican Valley 6s, E. D., 104; do. W. D., 104¼; Summit Branch, 26½; Southern Kansas and Western, 7s, 110; Toledo, Delphos and Burlington, 14¾; do. income, 6s, 48¾; Union Railway, 150¼; Wisconsin Central, 24; do. 2d Series, 60; Wisconsin Valley, 7s, 115; Massachusetts State 5s, 1894, gold, 117½; Chicago 7s, 1888, W. L., 115½; Cleveland 6s, 1882, 101¾; do. 1897, 115½; Toledo 6s, 1892, M. L., 107; Alouez Mining Co., 3½; Blue Hill, 4¾; Breece, 2; Brunswick Antimony, 19; Catalpa, 2¼; Continent, 2¾; Central, 35; Duncan, 8¾; Douglas, 3½; Franklin, 18½; Harshaw, 11½; Huron, 4½; Pewabic, 17; Phoenix, 2½; Silver Islet, 20; Star, 1½.

The first rail of the Washington City and Point

Lookout Railroad was laid at Brandywine, sixteen miles from Washington, on the 10th inst.

Cape May and Sewell's Point Railroad.

The ordinance passed by the City Council of Cape May, N. J., authorizing the construction of a passenger railroad through that city, has been approved by the Mayor. The route is as follows: to begin at Delaware Bay Railroad station, west of the Sea Breeze House, running on the Sea Breeze property, north of Beach avenue to the West Jersey Railroad station, thence south Lafayette to Perry, thence to Washington, to Ocean street, to Columbia avenue, to Howard street, to Stockton avenue, to Madison avenue, and thence to Sewell's Point. The motive power between the Sea Breeze House and Madison avenue is to be horse, and between Madison avenue and Sewell's Point steam.

The North Carolina Legislature, which adjourned on the 14th inst., levied a special tax of six cents on the hundred dollars' valuation of real and personal property to pay interest on the four per cent bonded debt of the State. The additional levy of six cents will raise \$140,000 which will be sufficient to pay the entire interest, if the whole debt is funded in four per cents. The amount of four per cents now issued is \$2,500,000, and the funding is proceeding rapidly every day.

The Harrisonburg (Va.) correspondent of the Baltimore Sun, writing under date of March 18th, says that a connection from that place with the Shenandoah Valley Railroad at Port Republic is talked of and is greatly desired; also that work on the narrow gauge railroad from Port Republic via Harrisonburg to the Ohio River will soon be resumed.

At Chicago, Ill., on the 17th of March, in the United States District Court, Judge Drummond ordered the Chicago, Pekin and Southwestern Railroad Company to pay the principal and interest due the second mortgage bondholders within 10 days or the road will be sold.

Mr. Wharton Barker, of Philadelphia, says that there are 1,500 steamboats on the River Volga burning wood, because there is no railroad from the great coal fields of Russia to the river by which they could be supplied with fuel.

At the Harlan and Hollingsworth Company's Ship yard, Wilmington, Delaware, from which the "City of Worcester" was recently launched, a keel is being laid for a side wheel steamboat 205 feet long.

The Minneapolis and St. Cloud Railroad has been consolidated with the Mankato and St. Cloud Railroad. The new organization is called the St. Cloud, Mankato and Austin Railroad Company. The capital stock is \$2,000,000.

The stockholders of the Penobscot and Lake Megantic Railroad Company have accepted the amendment to their charter made by the Maine Legislature, and the road will hereafter be called the International Railway of Maine. A survey of a new route is to be begun at once.

The tracks of the Newburgh Branch of the New York, Lake Erie and Western Railroad from Newburgh to Grey Court and Turner's, 40 miles,

were turned into narrow gauge on the 17th inst. by 200 laborers.

Pennsylvania Railroad.

The statement of the business of all lines on the Pennsylvania Railroad Company east of Pittsburg and Erie for February, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of.....\$151,038
An increase in expenses of..... 225,116

A decrease in net earnings of..... \$74,078

The two months of 1881 as compared with the same period in 1880, show

An increase in gross earnings of.....\$256,702
An increase in expenses of..... 490,217

A decrease in net earnings of.....\$233,515

All lines west of Pittsburg and Erie for the two months of 1881 show a surplus over liabilities of \$525,036, being a gain over the same period in 1880 of \$90,966.

A charter was granted from the State Department at Harrisburg, Penn., on the 15th inst. to the Reading and Chesapeake Coal and Railway Company, with a capital \$2,500,000. The road is to commence at Reading, Penn., and extend thence through Lancaster and Chester Counties to the Maryland State Line, and thence to Perryville, Md., where it will connect with a line to Chesapeake Bay. It will also connect with a road from New Holland to Lancaster. The length of the road will be about 60 miles. The principal office of the company will be at Lancaster, Penn.

The Supreme Court of Rhode Island in the suit brought by the Boston and Providence Railroad Company against the New York and New England Railroad Company to set aside the sale of the Hartford, Providence and Fishkill Railroad to the New York and New England, has decided that the sale was valid. The New York and New England therefore continue in possession.

The Emlenton, Shippensburg and Clarion, the Foxburg, St. Petersburg and Clarion and the Foxburg and Kane Railroads have been consolidated under the name of the Pittsburg, Bradford and Buffalo Railroad. An extension will be made to Kane, and direct communication with the Bradford oil field secured.

The suit of Asahel Emigh and F. A. Stevens against the Baltimore and Ohio Railroad Company, which has been pending since 1864, for infringement of the Stevens patent railroad car brake, was finally settled in the United States Circuit Court at Baltimore on the 17th inst. by a decree for plaintiffs for \$87,775.

A gentleman who has recently arrived at Cincinnati from Mexico, and who is interested in the roads there, says the name of the Palmer-Sullivan line is the "National Mexican Railway" and that the "Mexican Central Railway" is the name of the road which is to be built by Boston capitalists.

Bids are now being received at Knoxville, Tenn., for the completion of the railroad to connect that city with the Louisville and Nashville Railroad; also bids for connecting the East Tennessee, Virginia and Georgia Railroad with the North Carolina system.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	43,500,000	J. & J.	Jan. '81 31	Little Schuylkill.....100	\$1,644,100	J. & J.	Jan. '81 31	Ware River.....100	\$750,000	J. & J.	July '80 31
Ashuelot.....100	210,000	quarterly	Oct. '79 11	Louisville & Nashville.....100	18,130,000	F. & A.	Feb. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe.....100	10,400,000	quarterly	Feb. '81 2	Louisv. N. Alb. & Ohl.....100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '80 4	Lowell and Andover.....100	500,000	J. & J.	July '80 31	Westchester & Phil. pref.....100	821,300	J. & J.	July '80 2
Atlantic and St. Law.....100	5,000,000	M. & S.	Sept. '80 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 21	West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '80 31	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '72 21	Wilmington & Weldon.....100	1,452,200	J. & D.	Nov. '79 2
Avon, Genesee & M. T. M.....100	225,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	Nov. '80 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '81 3
Baltimore and Ohio.....100	14,316,800	M. & N.	Nov. '80 5	Marletta & Cincinnati.....60	1,408,912	J. & J.	—	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5	1st pref.....60	5,130,719	M. & S.	—	Worcester and Nashua.....75	1,789,800	J. & J.	Jan. '81 2
Perkins.....100	600,000	quarterly	Apr. '80 11	2d pref.....60	4,460,568	M. & S.	—	HORSE-POWER R. R.			
Boston and Albany.....100	30,000,000	quarterly	Mar. '12	Massachusetts.....100	400,000	F. & A.	Feb. '81 2	Albany City.....100	110,800	—	—
Bos. Clin. F. & N. Bd.....100	1,297,000	—	—	Memphis & Charleston.....100	5,812,725	J. & D.	Jan. '80 3	Baltimore City.....25	1,000,000	J. & J.	Jan. '81 5
— pref.....100	1,750,100	—	—	Metropolitan Elevated.....100	6,500,000	F. & A.	Feb. '81 2	Balt. Cat. & El. Mills.....50	—	J. & J.	Jan. '80 3
Agricultural Br. guar.....100	60,000	J. & D.	Oct. '80 21	Michigan Central.....100	18,738,204	F. & A.	Feb. '81 3	Boston & Chelsea pref.....50	121,000	A. & O.	Oct. '80 1
Bost. Conn. & Mont. pref.....100	800,000	M. & N.	June '76 3	Middlesex Central.....100	2,130 shs	J. & J.	Jan. '81 6	Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apr. '78 4
Bost. and Lowell.....500	3,350,000	J. & J.	Jan. '81 2	Mill Creek & Minehill.....50	323,375	J. & J.	Jan. '81 6	Broadw. & 7th Av. (N.Y.).....100	4,100,000	J.A.J.O.	Apr. '79 2
Boston and Maine.....100	9,921,274	M. & N.	Nov. '80 4	M. Hill & Schuyl. Hav. pref.....50	3,956,450	J. & J.	Jan. '81 31	Brooklyn & Hunter's Pt.....100	400,000	A. & O.	Apr. '79 3
Boston and Providence.....100	4,000,000	M. & N.	Nov. '80 4	Missouri Pacific.....100	2,416,000	quarterly	Apr. '81 11	Brooklyn City.....2,000,000	F.M.A.N.	Aug. '79 1	
Attleborough Branch.....100	131,700	J. & J.	Jan. '81 31	Mobile and Montgomery.....100	2,784,500	F. & A.	Feb. '80 21	Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 31
Bost. Revere B. & Lynn.....100	850,000	J. & J.	Jan. '81 3	Morris and Essex.....100	15,000,000	J. & J.	Jan. '81 31	Cambridge.....100	908,000	J.A.J.O.	Oct. '80 44
Buffalo, N. Y. and Erie.....100	950,000	J. & D.	Dec. '80 5	Mt. Carbon & Pt. Carbon.....50	382,350	J. & J.	Jan. '81 6	Con. Park N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Burl. & Mo. Riv. in Neb.....100	8,837,800	quarterly	Feb. '70 2	Nashua and Lowell.....100	1,305,800	M. & N.	Nov. '80 31	Citizens (Phila.).....50	500,000	J. & J.	Jan. '79 10
Camden and Atlantic.....50	377,400	quarterly	Apr. '80 31	Nashua and Rochester.....100	1,529,000	A. & O.	Dec. '79 11	Citizens (Pbg.).....50	200,000	M. & N.	Nov. '77 10
— pref.....60	838,311	quarterly	Apr. '80 31	Nashville and Decatur.....100	6,675,256	J. & D.	Dec. '79 11	Coney Island & Rookl. Co	500,000	A. & O.	Oct. '80 5
Camden & Burl. Co.....100	381,325	J. & J.	Jan. '81 3	Nash. Chat. & St. Louis.....25	2,070,000	M. & J.	Jan. '81 1	Continental (Phila.).....50	180,000	J. & J.	Jan. '81 6
Crpe May and Millville.....50	447,000	J. & D.	June '80 3	Neugatch.....100	1,000,000	M. & S.	Mar. '81 31	D. Dock E. B'dw. & Bat.....100	1,200,000	F.M.A.N.	May '79 2
Catawissa.....100	1,150,500	Oct. ber	Oct. '80 31	Nesquehoning Valley.....50	1,000,000	quarterly	July '80 21	Elizabeth and Newark.....100	200,000	—	—
— pref.....50	2,200,000	M. & N.	Nov. '80 31	N. Castle & Beaver Val.....50	1,800,000	quarterly	Oct. '80 11	2nd St. & G. St. Ferry.....100	748,000	M. & N.	May '79 6
— 2d pref.....50	1,000,000	M. & N.	Nov. '80 31	N. Hudson & Northamp.....100	1,418,800	quarterly	Oct. '80 11	Frankf. & Southw. (Ph.).....50	600,000	A. & O.	Apr. '80 4
Cayuga and Susq.....50	589,110	J. & J.	Jan. '80 4	N. Y. Cen. & Hudson R.....100	39,428,330	quarterly	Apr. '81 2	Germantown (Ph.).....100	1,000,000	J. & J.	July '80 5
Cedar Rapids & Mo. R.....100	6,850,400	F.M.A.N.	Feb. '81 31	New York and Harlem.....100	8,500,000	J. & J.	Jan. '81 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
— pref.....100	769,600	J. & D.	June '80 3	— pref.....100	1,500,000	annually	Apr. '81 2	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of Georgia.....100	7,500,000	—	—	City Line.....100	2,000,000	—	—	Green & Coates St. (Ph.).....50	500,000	J. & J.	July '79 6
Central of New Jersey.....100	18,562,200	quarterly	Apr. '78 21	New York & Long Br.....100	2,000,000	—	—	Heston, Mantau & Fairm.....50	2,050,000	J. & J.	Jan. '75 11
Central Ohio.....50	2,425,000	J. & J.	Jan. '81 3	New York Elevated.....100	7,107,700	quarterly	Apr. '81 2	Highland.....100	600,000	J. & J.	Jan. '80 4
— pref.....50	400,000	J. & J.	Jan. '81 3	N. Y. Lake Erie & West.....100	15,148,700	—	—	Lomb. & South Sta. (Ph.).....25	105,000	A. & O.	Oct. '79 24
Central Pacific.....100	54,725,500	F. & A.	July '80 14	— pref.....100	8,148,700	J. & J.	Jan. '81 5	Lynn and Boston.....100	200,000	annually	Nov. '80 6
Chesapeake.....100	580,000	quarterly	July '80 14	N. Y. N. H. & Harf.....100	15,500,000	J. & J.	Jan. '81 5	Malden and Melrose.....100	200,000	—	—
Chesapeake, preferred.....100	2,155,300	J. & J.	July '80 14	N. Y. Prov. & Boston.....100	3,000,000	quarterly	Feb. '81 2	Metropolitan (Boston).....100	1,500,000	J. & J.	Jan. '81 4
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81 4	Ning. Bridge & Canard.....100	1,500,000	J. & J.	July '80 3	Middlesex (Boston).....100	550,000	M. & N.	Nov. '80 31
— pref.....100	2,425,000	M. & S.	Mar. '81 4	North Carolina.....100	4,000,000	M. & S.	Mar. '80 3	N. Y. Bay Ridge & Jam.....100	102,540	—	—
Chicago, Burl. & Quincy.....100	81,004,456	M. & S.	Mar. '81 2	N. Eastern (S. C.) pref.....100	60,000	M. & N.	Nov. '77 4	Ninth Avenue (N. Y.).....100	797,320	—	—
Chl. Clin. Dub. & Minn.....100	6,156,000	A. & O.	Apr. '79 21	North Pennsylvania.....50	4,827,150	quarterly	Feb. '81 11	Orange and Newark.....100	282,555	—	—
Chicago, Iowa & Nebras.....100	3,916,200	J. & J.	Jan. '81 4	Northern Central.....50	5,842,000	A. & O.	Jan. '81 21	People's (Phila.).....25	206,054	—	—
Chl. Mil. and St. Paul.....100	15,404,261	A. & O.	Jan. '81 4	Northern Central.....50	5,842,000	A. & O.	Jan. '81 21	Philadelphia City.....50	475,000	J. & J.	Jan. '81 5
— pref.....100	12,279,483	A. & O.	Jan. '81 31	Northern N. Hampshire.....100	2,088,400	J. & D.	Dec. '80 3	Philadelphia and Darby.....200,000	J. & J.	July '72 2	
Chicago & N. Western.....100	14,988,247	A. & D.	Dec. '80 3	Northern New Jersey.....100	1,000,000	J. & J.	Jan. '81 5	Phila. and Grey's Ferry.....50	284,775	J. & J.	Jan. '78 2
— pref.....100	21,525,353	quarterly	Mar. '81 11	Norwich & Worcester.....100	2,604,400	J. & J.	Jan. '81 5	Pbg. Alleg. & Manchester.....50	200,000	quarterly	Apr. '78 2
Chicago, R. I. & Pacific.....100	6,000,000	F. & A.	Feb. '81 21	Ogden & L. Champl.....100	3,077,000	J. & J.	July '76 2	Ridge Avenue (Ph.).....50	750,000	A. & O.	Apr. '80 11
Chicago & West Mich.....100	6,151,000	F. & A.	Feb. '81 21	— pref.....100	2,000,000	quarterly	Mar. '76 31	Second Avenue (N. Y.).....100	1,192,500	J.A.J.O.	Apr. '78 2
Cin. Ham. & Dayton.....100	1,890,000	A. & O.	Oct. '80 2	Ohio and Mississippi.....100	4,030,000	J. & D.	Mar. '76 31	Second & Third St. (Ph.).....10	992,100	quarterly	Jan. '79 3
Cin. Sand. & Cleve. pref.....50	1,290,337	M. & N.	Nov. '80 3	Old Colony.....100	7,133,900	J. & J.	Jan. '81 3	17th & 19th streets (Ph.).....50	500,000	J. & J.	Jan. '78 4
Clev. Col. Cin. & Ind.....100	14,991,800	F. & A.	Nov. '79 4	Oregon Railway & Nav.....100	4,435,000	quarterly	Feb. '81 2	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Cleveland & Mahoning.....50	2,057,589	M. & N.	Nov. '79 4	Oswego and Syracuse.....100	482,400	F. & A.	Aug. '80 4	Jomerville (Boston).....100	118,000	M. & N.	Nov. '80 3
Cleveland & Pittsburg.....50	11,236,150	quarterly	Mar. '81 2	Panama.....100	7,000,000	quarterly	Feb. '81 5	South Boston.....50	600,000	J. & J.	Jan. '81 4
Columbus and Xenia.....50	1,188,200	M.J.S.D.	Mar. '81 2	Peterson and Hudson.....100	632,000	J. & J.	Jan. '81 4	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	Nov. '80 4
Colum. & Hocking Val.....100	2,500,000	F. & A.	Feb. '81 4	Peterson and Newark.....100	250,000	J. & J.	Jan. '81 4	13th & 15th street (Ph.).....50	1,000,000	J. & J.	Jan. '81 4
Concord.....50	1,500,000	M. & N.	Nov. '80 3	Peterson and Ramapo.....100	248,000	J. & J.	Jan. '81 4	23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Concord and Ports.....100	350,000	J. & D.	Oct. '80 31	Pember. & Hightstown.....50	342,150	M. & N.	July '80 3	Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Conn. & Passump Riv.....100	2,176,700	F. & A.	Feb. '81 2	Pennsylvania.....50	68,870,200	M. & N.	Nov. '80 4	Union (Phila.).....50	400,000	J. & J.	July '80 7
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4	Peoria & Bureau Val.....100	1,200,000	F. & A.	Feb. '81 4	West Philadelphia.....50	400,000	J. & J.	July '77 10
Cumberland Valley.....100	1,292,950	J.A.J.O.	Jan. '81 2	Philadelphia and Erie.....50	6,004,300	J. & J.	Jan. '75 4	CANALS.			
— 1st pref.....50	241,900	A. & O.	Oct. '80 4	— pref.....50	2,400,000	J. & J.	Jan. '75 4	Chesapeake & Delaware.....50	1,933,563	J. & D.	June '75 2
— 2d pref.....50	243,000	A. & O.	Oct. '80 4	Phil. Ger. & Norristwn.....50	1,628,250	M.J.S.D.	Mar. '81 3	Delaware Division.....50	1,633,350	—	—
Danbury and Newwals.....50	600,000	quarterly	Mar. '81 11	Philadelphia & Reading.....50	32,726,375	quarterly	Jan. '76 21	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '76 4
Dayton & Michigan.....100	2,491,528	A. & O.	Oct. '80 11	— pref.....50	1,551,800	quarterly	July '76 31	Delaware and Hudson.....100	5,847,400	quarterly	Jan. '81 2
— pref.....100	1,211,250	quarterly	Jan. '81 2	Phila. and Trenton.....100	1,259,100	quarterly	Jan. '81 21	Lehigh Coal & Navigat.....60	10,848,550	J.S.D.M.	Sept. '76 11
Delaware.....2	1,230,960	J. & J.	Jan. '81 3	Phila. Wil. & Balt.....50	1,572,700	J. & J.	Jan. '81 4	Monongahela Navigat.....50	1,003,500	J. & J.	July '79 1
Del. & Bound Brook.....100	1,584,400	quarterly	Feb. '81 11	Pittsb. Ft. W. & Chi.....100	19,714,285	quarterly	Jan. '81 11	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
Del. Lackaw. & Westa.....50	20,200,000	quarterly	Jan. '81 11	— Special Imp.....100	5,504,300	quarterly	Jan. '81 11	— (preferred).....100	1,175,000	F. & A.	Feb. '78 5
Detroit, Lans. & Nor.....100	1,374,000	F. & A.	Aug. '80 21	Pittsfield & N. Adams.....100	450,000	J. & J.	Jan. '80 21	Pennsylvania.....50	4,337,950	—	—
— pref.....100	2,802,300	F. & A.	Feb. '81 31	Portl. Saco & Portsmouth.....100	1,500,000	J. & J.	July '80 3	Schuyl. Nav. (common).....50	1,908,207	annually	A. '79 70c
Dubuque & Sioux City.....100	6,000,000	A. & O.	Apr. '81 21	Profile and Franconia.....100	—	Annual	Nov. '80 3	— (pref.).....50	2,888,977	annually	A. '79 140c
East Pennsylvania.....50	1,609,200	J. & J.	Jan. '81 3	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '81 3	MISCELLANEOUS.			
East Mahoning.....50	392,950	J. & J.	Jan. '81 3	Republican Valley.....100	583,000	quarterly	Feb. '80 2	Adams Express.....100	12,000,000	quarterly	Feb. '81 2
East Tenn. Va. & Ga.....100	1,968,274	J. & J.	Oct. '80 3	Rensselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '81 4	American Express.....50	18,000,000	J. & J.	Jan. '81 21
Eastern (Mass.).....100	4,997,000	J. & J.	July '78 3	Rhode Island & Mass.....100	175,575	—	Jan. '81 3	Amoskeag Manuf. Co.....100	3,000,000	J. & D.	Dec. '80 5
Eastern (N. H.).....100	4,925,000	J. & D.	Dec. '80 21	Richmond & Petersb.....100	1,008,900	J. & J.	Jan. '81 3	Calumet and Hecla Mining.....100	100,000	F.M.A.N.	Feb. '81 31
Elk River.....100	3,000,000	—	—	Roch. & Genesee Val.....110	556,200	J. & J.	Jan. '79 3	Central Mining Co.....100	—	Annual	Feb. '81 31
Elmira, Jof. & Canand.....50	600,000	Sept.	Sept. '80 5	Rome, Watert. and Ogd.....100	2,998,900	J. & J.	July '76 3	Consolidation (Md.) Coal.....100	10,250,000	M. & S.	Jan. '81 21
Elmira & Williamsport.....5											

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. & C. Rapids & Nor.:													
1879.....	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1880.....	167,750	124,510											
1881.....													
Central Pacific:													
1879.....	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000											
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,733	7,687,226
1881.....	487,890	461,641											
Chicago and Northwestern:													
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881.....	1,222,250	957,300											
Chicago, Burl. & Quincy													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846		
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000											
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044											
1881.....	128,555	101,965											
Cin., Ind., Lad., and Chicago:													
1880.....	155,697	172,541											
1881.....	171,466	160,981											
Clev., Col., Cin. & Ind.:													
1880.....	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881.....	299,903	271,176											
Denver and Rio Grande:													
1880.....	124,893	128,291											
1881.....	307,476	317,681											
Dubuque and Sioux City:													
1880.....	79,922	77,551											

COUNTERFEIT NOTE LIST.

1s.			
Boston, Mass.	National Eagle	Letter A, July 1, 1865.	(Photographed.)
2s.			
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.	
*Linderpark, N. Y.	National Union	" " " "	
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.	
New York, N. Y.	Ninth	" A, Jan. 2, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " "	
New York, N. Y.	St. Nicholas	" " " "	
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.	
Philadelphia, Pa.	Sixth	" A, July 1, 1865.	
5s.			
Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.	
Aurora, Ill.	First	" A, Nov. 2, 1863.	
Boston, Mass.	Globe (Photographed)	" C.	
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.	
Canton, Ill.	First	" A, May 21, 1864.	
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.	
*Ceell, Ill.	First	" A, May 10, 1865.	
Chicago, Ill.	First	" " " "	
Chicago, Ill.	Central	" " " "	
Chicago, Ill.	Merchants'	" " " "	
Chicago, Ill.	Traders'	" " " "	
Chicago, Ill.	German	" A, March 10, 1865.	
Chicago, Ill.	Union	" " " "	
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.	
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.	
*Galena, Ill.	First	" A, May 10, 1865.	
Hanover, Pa.	First	" D, Feb. 20, 1864.	
Jackson, Mich.	People's	" D, Oct. 2, 1865.	
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.	
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.	
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.	
Northampton, Mass.	First	" C, May 2, 1865.	
Paxton, Ill.	First	" A, Oct. 20, 1871.	
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.	
Peru, Ill.	First	" A, June 2, 1864.	
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.	
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.	
Tamaqua, Pa.	First	" B, July 1, 1865.	
Troy, N. Y.	National State Bank	" A, May 10, 1865.	
Virginia, Ill.	Farmers'	" " " "	
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65	
10s.			
Albany, N. Y.	Albany City	Letter A, July 20, 1865.	
Auburn, N. Y.	Auburn City	" A, July 20, 1865.	
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.	
Lockport, N. Y.	First	" A, Feb. 20, 1865.	
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.	
Newburgh, N. Y.	Highland	" A, July 1, 1865.	
New York, N. Y.	American	" A, May 12, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " "	
New York, N. Y.	Mechanics'	" " " "	
New York, N. Y.	Nat. Bank of Commerce	" " " "	
New York, N. Y.	Nat. Bank State of N. Y.	" " " "	
Philadelphia, Pa.	First	" B, Feb. 20, 1864.	
Philadelphia, Pa.	Third	" " " "	
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.	
Poughkeepsie, N. Y.	City	" A, July 4, 1865.	
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Red Hook, N. Y.	First	" A, Feb. 20, 1865.	
Richmond, Ind.	Richmond	" A, March 15, 1873.	
Rochester, N. Y.	Flour City	" A, July 1, 1865.	
Rome, N. Y.	Central	" A, May 12, 1865.	
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.	
Troy, N. Y.	Mutual	" A, May 10, 1865.	
Watkins, N. Y.	Watkins	" A, July 1, 1865.	
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.	
20s.			
Indianapolis Ind.	First	Letter A, Nov. 2, 1863.	
New York, N. Y.	First	" B, July 19, 1865.	
New York, N. Y.	Market	" B, Jan. 19, 1865.	
New York, N. Y.	Merchants'	" B, July 19, 1865.	
New York, N. Y.	Nat. Bank of Commerce	" " " "	
New York, N. Y.	Nat. Shoe & Leather	" " " "	
New York, N. Y.	Tradesmen's	" B.	

Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " "
		Bank No. Treasury No.
Albany, N. Y.	Merchants'	759 to 766 45,195 to 45,202
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 92,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430
50s.		
Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.
		Bank No. Treasury No.
Jersey City, N. J.	First National Bank	671 to 750 19,609 to 19,683
Lynn, Mass.	National City Bank	121 to 150 66,754 to 66,825
100s.		
Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
		Bank No. Treasury No.
Jersey City, N. J.	First National Bank	671 to 750 19,609 to 19,683
Lynn, Mass.	National City Bank	121 to 150 66,754 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

- 1s Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862. B & D.
 2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
 2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347-504. John A. Allison, Register. A. N. Wyman, Treas.
 5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
 5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
 5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
 5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.
 5s Photograph. Series of 1875, Number B 8058120.
 5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
 10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
 10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
 10s Portrait of Webster. Series of 1875. Letter C.
 20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
 20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
 20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Exeuted with pen and ink.)
 50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
 50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
 50s Portrait of Clay, act March 3, 1863. Series 1869. B.
 50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
 100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
 100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
 500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
 1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
 1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

- 5s National Bank of the Republic, Boston, Mass.
 Charter number 379; Check letters E, F, G, H.
 5s Manufacturers' National Bank, Amsterdam, N. Y.
 Charter number 2239; Check letters E, F, G, H.
 5s Lycoming National Bank, Williamsport, Pa.
 Charter number 2227; Check letters E, F, G, H.
 10s First National Bank, Hoboken, N. J.
 20s Charter number 1444; Check letters on 10s D, E, F, and 20s B
 20s Merchants' National Bank, New Bedford, Mass.
 Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

- 1s In centre is portrait of George Washington.
 2s Portrait of Thomas Jefferson.
 5s Portrait of Andrew Jackson.*
 10s Portrait of Daniel Webster.*
 20s Portrait of Alex. Hamilton.
 50s Portrait of Benjamin Franklin.
 100s Portrait of Abraham Lincoln.
 500s Vignette representing Victory divested of her Armor.
 1000s Portrait of DeWitt Clinton, ex-Governor of New York State
 * Only notes of the new issue counterfeited.

The agreement of consolidation between the Toledo, Delphos and Burlington Railroad Company and the Dayton and Southeastern Railroad Company under the name of the Toledo, Delphos and Burlington Railroad Company, was filed with the Secretary of State at Columbus, Ohio, on the 18th inst.

The Cygnus, the first of three iron-steamboats being built at Roach's ship-yard, Chester, Penn., for the Iron Steam-boat Company, of New York, was successfully launched on the 22d inst. Her length is 221 feet; width, 32½ feet, and depth, 11½ feet.

The Camden and Philadelphia Ferry Company has ordered two large ferryboats from the Harlan & Hollingsworth Company, Wilmington, Del., and the West Jersey Ferry Company has ordered a third one from the same firm, to be called the Baltic.

During the season of 1880-'81, the number of hogs packed in St. Louis was 474,159; the average weight, gross, 250.86 pounds; average cost per hundred, gross, \$4 62; average yield of lard per hog, 35½ pounds; mess pork made, 16,938 barrels; other kinds of pork, 3,072 barrels.

The Cincinnati Northern Railroad, extending from Norwood on the Marietta and Cincinnati Railroad to Lebanon has been completed, but regular trains will not be run until the road is ballasted.

Work has been commenced on the Jalapa and San Andres Chalchicomula Railroad. The two termini of the road will eventually be the City of Mexico and Vera Cruz.

The Legislature of New York has voted \$2,300 for the improvement of the Champlain Canal.

To Railroad Builders, Contractors and Superintendents of Large Works.

GOOD HANDS BY DOZENS, HUNDREDS OR Thousands promptly supplied. Please call or send order to G. BARRICELLI & CO., Italian Laborers' Employment Agency, No. 8 City Hall Place.

ONCE TRIED. ALWAYS USED. PHOENIX PACKING.

On Spools and Coils 25 to 150 lbs. for Shipment.

TRADE MARK.

Self-Lubricating. Adapted for all kinds of
Not Frictional. ENGINES,
Exceedingly Pliable. Hot and Cold Water.
Very Durable. PUMPS,
&c., &c., &c.



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Dealers in all kinds of Engineers Supplies.
Phoenix Packing and Rubber Company,
112 Liberty Street, New York.
CHRISTIAN SCHWARTZ, Gen'l Manager.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.

J. B. WHITE & BRO.,

MANUFACTURERS OF

ENGLISH PORTLAND CEMENT.

The best for Concrete—Pier Abutments, Tunnel Lining, Culverts, etc.

HOWARD FLEMING, Sole Agent 23 Liberty St., N. Y.

ALSO FOR

English Silicate White Paint.

It never discolors, chalks or cracks off, and covers 20 per cent. better than White Lead.

THE BEST PAINT FOR FREIGHT CARS.

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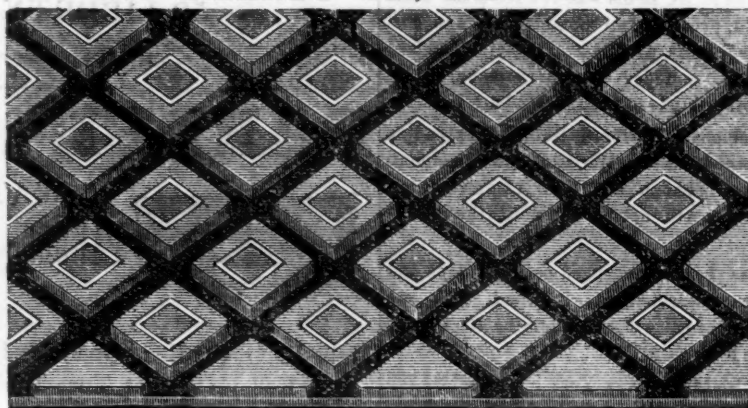
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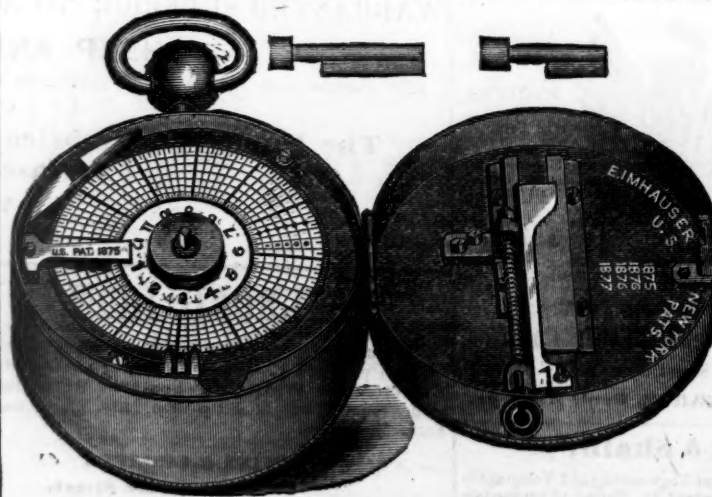
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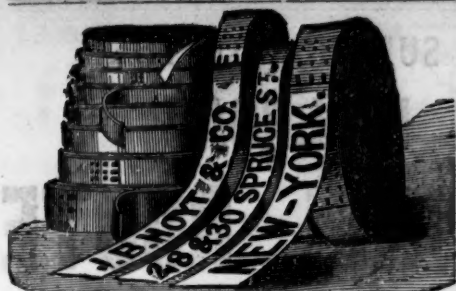
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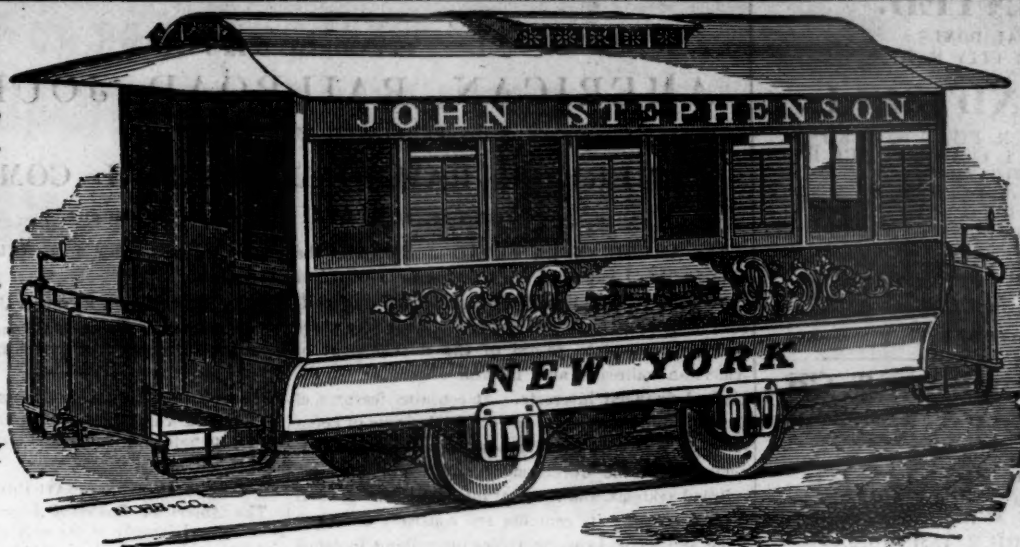
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